Contents

1 Overview

1.1 Acknowledgement

The Study Team has been greatly assisted by a wide range of industry and government agencies which have provided information, data and feedback, as outlined in Table 1. This assistance has contributed substantially to the findings outlined in this report.

Many groups and individuals also took the time and effort to provide valuable submissions to the Study, discussed further below and the Study Team appreciates their co-operation and support.

The Study Team specifically wishes to thank the Department of Transport and Regional Services (DOTARS) Rail Studies Section for its contribution.

1.2 Introduction

This chapter describes the information and data collection approach adopted by the Study Team, as well as the approach to stakeholder consultations during the project, including obtaining access to previous studies and analysis.

In order to address the Terms of Reference (as set out in annexure 1: ***Terms of Reference***), and to ensure a robust analysis of possible options based on a comprehensive and reliable data set, the Study Team has undertaken extensive liaison with key stakeholders and has collected and considered a large volume of relevant information and data from a wide range of organisations and interested parties.

The high level of co-operation by industry, including existing and potential rail customers and operators, freight forwarders and port operators, as well as government agencies has enabled the Study Team to compile a comprehensive view of industry perspectives backed by relevant data.

The main data collection and consultation activities related to:

- Identification and collation of relevant existing background reports and information from the Department of Transport and Regional Services (DOTARS) and other sources;
- Collection of rail and road freight data, and passenger data, by surveys and interviews, and other relevant information (in particular, the reasons for choice of mode) from industry sources for market assessment and demand analysis;
- Collection of spatial data, relating to existing transport infrastructure, environmental issues and other contextual information to support the development and analysis of route options;
- Collection of other rail freight related data on intermodal terminals, ports, train operations, and infrastructure design parameters and associated costs; and

- Stakeholder consultation including;
  - Development of a Consultation Strategy;
  - Discussions with key stakeholder groups: Australian Government, state governments, rail industry representatives, freight forwarders and other rail customers (current and potential), potential rail providers, major freight clients, regional stakeholders/local councils, Area Consultative Committees (ACCs) and other interested parties; and
  - Review and assessment of submissions received from interested parties.

The following sections provide a description of:

- Key principles employed by the Study Team in relation to stakeholder consultation and data collection;
- Protocols adopted for the management of information within the Study, and particularly the treatment of confidential information; and
- Processes for data collection and stakeholder consultation.

2 Stakeholder consultation and data collection principles

Stakeholder consultation was undertaken in accordance with the Consultation Strategy prepared by the Study Team and endorsed by DOTARS. The plan was based on the following principles:

- **Transparent and consistent communications –** Information has been communicated on a consistent basis in accordance with the timeframe and governance arrangements identified in the Consultation Strategy.
- **Knowledge and ideas sharing –** Sharing of knowledge and ideas has been encouraged to ensure a robust, comprehensive analysis of potential route options.
- **Encouragement of active feedback –** Stakeholders have been actively encouraged to provide input and feedback in accordance with the communications actions outlined in the Consultation Strategy.
- **Protection of commercially sensitive information –** Commercially sensitive information has been protected at all times through a secure network. Third party consents have been obtained, where required, prior to the use of data or reference material that is not otherwise available in the public domain.
- **No surprises –** DOTARS representatives have attended key stakeholder meetings where appropriate.

3 Information management and confidentiality

Information handling protocols were established to support data collection and management, as well as management of confidential information which was provided to the Study.

The Study has relied on confidential information being provided from a number of sources and the report has been produced in accordance with the confidentiality agreements of those contributors. To protect 'commercial-in-confidence' material provided as part of the Study, the Study Team entered into Confidentiality Agreements or Confidentiality Deeds with various data providers. Confidentiality Deeds and/or Agreements were offered to all contributors of key commercial data and information to the Study. Submissions to the Study (discussed later in this chapter) were not covered by Confidentiality Deeds and/or Agreements.

The terms of the Confidentiality Deeds and/or Agreements allowed the Study Team to make full use of the technical data and information provided for the purposes of the Study, but generally prevented the actual data/information being reported. The terms permitted the Study Team to report findings based on analysis performed using the confidential data and information, but required the data to be presented in such a way as to prevent the identification of the ownership/source of specific data. Care has been taken to protect the confidential information and the way it has been presented in the report. Confidential information will not be released without the consent of the information source.

4 Data collection and review

The key data and information collection and analysis processes, consultation activities and tools and/or techniques utilised in the Study are summarised in this section (and discussed in greater detail in the relevant chapters of this Report). The main data collection and consultation activities related to:

- Identification and collation of relevant existing background reports and information from DOTARS and other sources. Over time, a considerable body of data, information and knowledge has been generated on rail-related subjects by government bodies, rail operators and other interested groups, a significant amount of which was considered important in understanding the breadth of work required by the Study. In addition, assessment of existing work allowed the Study Team to avoid duplicating existing information, allowing more time to be devoted to gathering new information and assessing data;
- Collection of rail and road freight data and other relevant information from industry sources formed a major portion of the data gathering for the ***Market Assessment*** and ***Demand Analysis*** chapters of the Study. In order to ensure a complete picture of the market, the likely changes to the market over time and especially how the choice of mode would be affected by improved rail infrastructure and service quality, the Study Team deemed it critical to obtain the best possible information straight from the market players by means of interviews and facilitated surveys. This information was assessed and incorporated into a demand modelling process constructed specifically for the Study;
- Collection of spatial data relating to existing transport infrastructure, environmental issues and other contextual information covering the whole of the Study Area and scope. This entailed collecting, for the entire area of eastern Australia covered by the potential corridors between Melbourne and Brisbane, information on existing operational and non-operational rail lines, roads and other infrastructure, proposed and current corridors, geographic and topographic information, land use and soil types, heritage and protection areas, flora, fauna, noise and water, to assist in the development and assessment of concept designs for potential route options or upgrades to existing track. The data was collected from a variety of government and other sources, including directly from owners and operators, and was incorporated into a comprehensive, Study-specific Geographic Information System (GIS) that was created to support the development and analysis of route options;
- Collection of a variety of other data relating to the current operation and future plans for intermodal terminals and ports along the east coast of Australia. Further data relating to rail operations, passenger services, design standards and infrastructure-related costing data was also sourced from various parties; and
- Stakeholder consultation, including:
  - Development of the Consultation Strategy to ensure that all potential stakeholders were identified and that a consistent context was maintained throughout the Study;
  - Discussions with key stakeholder groups at key points throughout the Study to optimise the exchange of information while limiting as far as possible the burden on the stakeholder groups. The stakeholders were grouped into the following general categories, under which the entities listed in Table 1 were included: Australian Government, state governments, rail industry representatives, freight forwarders and other rail customers (current and potential), potential rail providers, major freight clients, regional stakeholders/local councils, ACCs and other interested parties; and
  - Review and assessment of submissions received from interested parties according to the principles set out for the review, and discussed below, namely, that each submission should be read individually and

assessed by the panel led by the Study Team's principal consultants, a summary overview of each submission prepared, and the information and data from each submission distributed to the relevant team members.

Table 1 - Contributors to the Study

Australian and State Government Departments and Other Agencies	
Bureau of Transport and Regional Economics (BTRE)	Department of Transport and Regional Services (DOTARS)
CSIRO (Land and Water)	Department of Natural Resources and Mines (QLD)
Environmental Protection Agency (QLD)	Department of Natural Resources (NSW)
Geoscience Australia	Department of Planning (NSW)
Heritage NSW	Department of Sustainability and Environment (VIC)
Department of Environment and Heritage (Cth)	Department of Transport (QLD)
Department of Environment and Heritage (NSW)	Ministry of Transport (NSW)
Department of Infrastructure (VIC)	Parks VIC
Department of Lands (NSW)	Queensland Transport (QT)
Department of Lands (VIC)	Roads and Traffic Authority NSW
Department of Local Government (QLD)	Transport Infrastructure Development Corporation (NSW)
Department of Main Roads (NSW)	Treasury (Cth)
Department of Main Roads (QLD)	VicRoads
Rail Industry and Potential Rail Providers	
Australian Inland Rail Expressway	Pacific National (PN) (PN Rural and Bulk)
Australian Railroad Group	Patrick Portlink
Australian Transport and Energy Corridor	Queensland Rail (QR) (QR National, QR Access)
Australasian Rail Association Inc (ARA)	RailCorp
Australian Rail Track Corporation (ARTC)	Sadliers
Colin Rees Transport	Silverton
Connex Group Australia	Specialised Container Transport (SCT) Logistics
Great Australian Trunk Rail System	Transport Infrastructure Development Corporation
Lachlan Valley Rail Freight	VicTrack

Table 1 - *continued*

Freight Forwarders and Other Rail Customers, Current and Potential Major Freight Clients	
Australian Airports Association	P&O
Australian Logistics Council	Patrick Corporation (Autocare, Logistics)
Australian Federation of International Forwarders	Port of Geelong
Brisbane Port Authority	Port of Hastings
FCL	Port of Melbourne Authority
K&S	Port Kembla Port Authority
Linfox	Shipping Australia
National Logistics Council	Sydney Port Authority
Newcastle Port Authority	Toll
Amcor	Foster's Group
Australia Post	Graincorp
BlueScope Steel	Incitec Pivot
Coca-Cola Amatil	Smorgon Steel
Coles Myer	Toyota
Fisher & Paykel	Woolworths
Regional Stakeholders/Local Councils, ACCs and Other Interested Parties	
Area Consultative Committees (ACCs)	Councils/Local Government bodies
Australian Shipowners Association	National Transport Commission (NTC)
Chambers of Commerce/regional development associations	Unions

4.1.1 Collation of relevant background reports

Throughout the Study, the Study Team sought to build on existing reliable and relevant information and reports. The Study Team identified an extensive range of relevant material through literature reviews and broader research, as well as consultation with DOTARS, other government agencies and industry. All information collected was reviewed and incorporated into analysis where appropriate.

A bibliography of the reports and information collected for the Study is set out at annexure 2: ***Glossary and Bibliography.*** Further information specifically sought for use in each module is referenced as appropriate in the chapters.

Information and relevant data was considered and built into analysis undertaken within each of the relevant Study modules where appropriate. Information sources and analytical procedures adopted for each of the chapters are discussed further in detail in the chapters.

4.1.2 Market assessment and demand analysis data

The key data and information required for the ***Market Assessment*** and ***Demand Analysis*** chapters were:

- Freight tonnages by mode, commodity and origin-destination for road, air, sea and rail;
- Current passenger numbers and forecasts of future passenger numbers on relevant routes;
- Rail access charges and road user charges;
- Forecasts of GDP, international petroleum prices, agricultural and mineral output; and
- Information from customers and freight companies about the factors determining their current and future choices of freight mode.

This data was collected from a number of sources including ABARE, ABS, ARTC, BTRE, CSIRO, FDF, RailCorp, state government departments and agencies, NTC, Treasury (Cth), and freight forwarders, clients, operators and customers listed in Table 1.

Data was collected from freight forwarders and major existing and potential users of the Corridor, this was undertaken through a facilitated survey. Further details of the survey processes and outcomes are included in the chapters relating to ***Market Assessment*** and ***Demand Analysis.***

Validation of market assessment and freight demand data and information is covered in the relevant chapters. This included comparisons between rail operator and ARTC data, earlier validation of FDF data by BTRE, cross-checks with multiple providers of data when it appeared there were inconsistencies or gaps (e.g. rail operators, freight firms), cross-checks between ABARE and CSIRO data, comparisons between responses from similar types of freight firms or freight customers, and reviews by Study Team members and representatives of DOTARS/BTRE.

4.1.2.1 Facilitated survey

The primary purpose of the survey was to collect current information in relation to base rail and road freight activities in order to prepare the current market assessment and develop future demand forecasts contained in this report. The information was also used to derive potential modal shifts likely to occur as a result of alternative transport infrastructure scenarios, including different route options for the Corridor.

Once key data requirements were identified, a survey tool was developed. The tool was tested with a sample of respondents and appropriate alterations incorporated. In addition, the survey tool was tailored to each respondent in recognition of the types of industry groups and commodities each respondent represented. A sample survey form is shown at Table 2.

A facilitated survey methodology was chosen to optimise response rates, consistency and completeness of response. This approach also allowed for a level of testing of information provided during the interview process. The survey was conducted with freight forwarders and customers listed in Table 1 under *Freight forwarders and other rail customers, current and potential and major freight clients*.

The facilitated survey process and responses are described more fully in the chapters of the report relating to ***Methodology***, ***Market Assessment*** and ***Demand Analysis***.

Table 2 - Sample facilitated survey

Examples of typical freight survey questions

Freight types transported between city pairs per annum (calendar year)

Commodity or freight type*	Melbourne-Sydney	Melbourne-Brisbane	Sydney-Brisbane
	'000 net tonnes pa	'000 net tonnes pa	'000 net tonnes pa
Manufactured goods			
Steel			
Cars			

Note: during interviews the proportion of freight on forward and backhaul legs was discussed

What percentage of your freight tasks are transported by road and rail?

Commodity or freight type*	% by Road			% by Rail		
	Melb-Syd	Melb-Bris	Syd-Bris	Melb-Syd	Melb-Bris	Syd-Bris
Manufactured goods						
Steel						
Cars						

What are the current rail and road freight costs for containerised traffic in terms of $ per tonne?

	Weight of freight per container/wagon	Rail transit costs only $ per tonne*	Door-to-port rail costs $ per tonne	Door-to-port costs $ per tonne
Melbourne-Sydney	tonnes per container			
Melbourne-Brisbane	tonnes per container			

Time and price sensitive freight

What percentage of the freight task is time-sensitive freight?									
0-4.9%	5-9.9%	10-14.9%	15-20%	20-30%	30-40%	40-60%	40-80%	80-100%	100%
What percentage of the freight task price-sensitive freight?									
0-4.9%	5-9.9%	10-14.9%	15-20%	20-30%	30-40%	40-60%	60-80%	80-100%	100%

The importance of factors that affect intermodal rail & road demand

Factors that influence choice between road & rail	Required service levels (please state preferred service levels where possible)	Relative importance - % weight out of 100%	Rating – rail current 10 – excellent 1 – dreadful	Rating – road current 10 – excellent 1 – dreadful
Price				
Journey time				
Reliability				
Availability				
Loss & damage				
Flexibility				

Scenario 1 – please state your likely percentage of intermodal freight tonnes transported by rail given the following circumstances on the Melbourne-Brisbane corridor?

	If rail price is unchanged	If price increases 10%	If price reduces 10%	If price reduces 20%
Rail journey time decreases from 36 to 29 hours				
Rail reliability increases from 45% to 75%				
The chance of a train departure within an hour of when you prefer it increases 25% (60→85%)				
If journey time, reliability and availability **all** improve together				

4.1.3 Route analysis data and GIS database

Key inputs into the development and assessment of the route analysis and identification included:

- Spatial data relating to existing transport infrastructure, topographical information, aerial photography and other contextual information;
- Environmental data, including information relating to protection areas, flora and fauna, heritage, water, noise, soil and contamination and land use; and
- Other existing transport infrastructure such as terminals, ports and roads.

The Study Team collected an extensive array of information. To assist with the analysis and presentation of the information/data, the Study Team developed a comprehensive GIS incorporating all the spatial data for the Study area, effectively covering most of the east coast of Australia.

The GIS allows spatial information such as rail alignments, utilities and infrastructure, environmental constraints and physical features such as drainage and topography to be analysed and evaluated in an easy-to-use desktop application.

The role of the GIS in the Study was to assist in developing of the conceptual design of the route options and analysing constraints and opportunities. The use of the GIS provided an environment that assisted the Study Team to better understand the relationship between spatial features and optimise the design and analysis processes.

4.1.3.1 Spatial information

Many government agencies and private organisations have online mapping resources. Where appropriate these resources have been used to supplement the spatial information gathered by the Study Team. Additional resources utilised are listed in Table 3 below.

Table 3 - Additional spatial information resources

Reference Area	Resource
New South Wales	■ NSW Department of Infrastructure, Planning and Natural Resources. Plan Connect (http://www.iplan.nsw.gov.au/planconnect/startup/launch.jsp) ■ NSW Department of Lands Geospatial portal (http://maps.nsw.gov.au/) ■ NSW Natural Resources atlas (http://www.nratlas.nsw.gov.au/wmc/savedapps/nratlas) ■ NSW Department of Natural Resources: soil profile and geotechnical information (http://spade.dlwc.nsw.gov.au/) ■ ARTC route corridor information: speed, time, axle loading, track diagrams, long sections (http://www.artc.com.au/route-standards/route-standards.htm)
Queensland	■ QLD Environmental Protection Agency / QLD Parks and Wildlife Service mapping online. Environmentally sensitive areas for Mining and Koala Management Areas. (http://www.epa.qld.gov.au/site_information/mapping_online/) ■ QLD Office of Urban Management (http://www.oum.qld.gov.au/applications/map/) ■ Queensland Transport Integrated Development Assessment System Triggers Mapping (http://www.transport.qld.gov.au/qt/tpSite.nsf/index/idas_conditions)
Victoria	■ Victorian Department of Lands

Reference Area	Resource
	(http://services.land.vic.gov.au/maps/interactive.jsp) ■ Victorian Heritage Register – text search of the heritage database (http://www.doi.vic.gov.au/doi/hvolr.nsf) ■ VicTrack RailMap, a web-based GIS that provides information to authorised users for boundaries, leases, utilities and other property features that lie within the 5,000 kilometres of VicTrack's rail land. (http://www.victrack.com.au/railmap.html) and (https://railmap.victrack.com.au/) ■ Victorian Department of Lands. Victorian resources online (http://www.dpi.vic.gov.au/dpi/vro/vrosite.nsf/pages/sitemap)
Other	■ Australian Rail Maps (http://www.railmaps.com.au/) ■ Google Earth (http://earth.google.com)

4.1.3.2 Imagery and infrastructure

Information to populate the GIS was gathered from a variety of sources. The production of hardcopy maps and the GIS required accurate infrastructure information as well as background imagery and data such as place names and regional road networks.

To take advantage of freely available regional imagery, route option alignments were exported to Keyhole Markup Language (KML) from the GIS, which can then be imported into Google Earth. This allowed the Study Team to view high resolution imagery to assist in the development of route options where available.

High resolution (1:100,000) mapping information was obtained from state government agencies to provide background information.

The GIS database developed for the Study included layers relating to: digital cadastre, place names, administration boundaries, planning zones, elevation, hydrology, transport networks, flora/fauna, vegetation, salinity, soils/geology and other relevant data.

4.1.3.3 Rail infrastructure data

Infrastructure information was gathered from rail agencies to provide the most accurate understanding of current and planned infrastructure.

Data in various formats was collected from VicTrack, ARTC, NSW Rail Infrastructure Corporation (RIC), QT and QR. Information received was comprehensive and included detailed track centrelines, 3D geometry, existing utilities, bridges, crossings, rail corridor reservations and other infrastructure.

Some of the rail infrastructure data provided was confidential, therefore the presentation of Study results has been designed to protect such information.

4.1.3.4 Environmental data

Environmental data was sourced within a 50-kilometre wide corridor surrounding all of the existing rail corridors and potential route options identified. This corridor has been used to identify potential environmental considerations related to each of the route options developed. Data was obtained from a wide variety of sources as shown in Table 4.

Table 4 – Environmental data and sources

Organisation	Dataset	
Department of Environment and Heritage	■ Commonwealth Heritage Register ■ National Estate	■ National Heritage Register
NSW Department of Environment and Heritage	■ Conservation Reserves NSW ■ Contaminated land ■ National Parks NSW	■ Threatened Species NSW ■ Wildlife Corridors NSW
Department of Planning New South Wales	■ Ramsar Wetlands NSW ■ Local Environment Plans	■ Wetland State Environmental Planning Policy (SEPP) 14
Department of Lands New South Wales	■ State Forests NSW	■ Waterways NSW
Department of Natural Resources New South Wales	■ Salinity NSW	
Heritage New South Wales	■ State Heritage Registers NSW	
Geoscience Australia	■ Indigenous heritage ■ State Forests VIC	■ Water Supply Reserves ■ Waterways VIC, QLD
QLD Department of Local Government	■ Zoning QLD	
QLD Environmental Protection Agency	■ Conservation Reserves QLD ■ Koala habitats ■ National Parks QLD ■ Ramsar Wetlands QLD ■ State Forests QLD	■ State Heritage Registers QLD ■ Threatened Species QLD ■ Wetland QLD ■ Wildlife Corridors QLD
QLD Department of Natural Resources and Mines	■ Salinity QLD	
VIC Department of Sustainability and Environment	■ Ramsar Wetland VIC ■ Salinity VIC ■ State Heritage Registers VIC	■ Threatened Species VIC ■ Wetland VIC ■ Wildlife Corridors VIC
VIC Department of Lands	■ Zoning VIC	
Parks VIC	■ Conservation Reserves VIC	■ National Parks VIC
CSIRO Land and Water	■ Acid Sulphate Soil NSW, QLD, VIC	

5 Stakeholder consultation

The Minister for Transport and Regional Services, the Hon Warren Truss MP, announced on 17 September 2005 that the North-South Rail Corridor Study (the Study) would commence. He noted that the Study would define fundamental economic and financial issues associated with the future development of rail freight on the Corridor. The Minister added that the Study would examine major issues such as the movement of rail freight through the three major capital cities as well as major terminal and port interface issues. The Study was also announced on the DOTARS website.

The Consultation Strategy identified both key stakeholder groups and key stakeholders within each group. The intent was to ensure that all potential stakeholders were identified, and that a process was developed to ensure that all stakeholder groups were provided with the opportunity to contribute to the Study.

The Consultation Strategy identified the groups listed in Table 1. Some of the entities listed under each group in the table were identified at the start while others were identified and added as the Study progressed. In all cases, the Consultation Strategy provided a process for managing communication with the stakeholder. The groups included government and non-government organisations, providers of data specific to one or more chapters of the Study, and representatives of local, regional or focus groups with an interest in the Corridor.

In addition to the consultation with government and industry undertaken in the data collection, and to ensure that all interested parties were engaged in a transparent and consistent manner, the Study Team invited written submissions to the Study and an email address was provided to facilitate electronic lodgement of submissions. An important part of the stakeholder consultation process involved the engagement of regional stakeholders and relevant ACCs were specifically invited by DOTARS to provide a submission.

5.1 Interviews, workshops and presentations

The Study Team conducted a number of interviews with data providers to obtain relevant information for the Study and in addition to the data collection, described in Section 4.1.2.1 Facilitated Survey.

There were three core workshops involving all representatives:

- An inception workshop was held at the commencement of the Study to determine the types and levels of data that the key stakeholders were able to provide, and the conditions under which they were prepared to provide them. This also enabled the Study team to identify data gaps, for which the Study Team sourced additional data;
- A workshop was held partway through the Study to enable the Study Team and the key stakeholders to discuss the data provided, the use made of it, and the methodology adopted for analysing the data. At this stage, the insights from the stakeholders were critical in bringing forward focus points and issues that may affect the Study that had not previously been identified. This workshop also provided an opportunity to validate the data for the Study; and
- A final workshop was held towards the end of the Study to enable the Study Team and the key stakeholders to discuss and ratify the methodology, assumptions and preliminary outputs of the Study, with particular reference to the government and industry experience of the key stakeholders. The workshop was able to confirm the validity of the processes and the likely outputs of the Study.

In addition to the core group workshops, a number of workshops/meetings were undertaken between key industry experts, specific data providers to a chaper and the Study Team. These meetings enabled discussion of specific data and

information elements, specific assumptions and methodologies relating to the data and conclusions reached from consideration of the data.

To ensure that key stakeholders were fully informed throughout the Study, presentations were given for representatives of the key stakeholders:

- Progress presentations were provided through the Study at which the Study Team presented their progress and requested feedback, questions, comments and information in relation to the progress to date and the planned next steps.

5.2 Submissions to the Study

Thirty submissions were received from a wide range of stakeholders including local councils and ACCs, current and potential freight users, rail operators and investors and interested parties. Each submission was read and assessed by a panel of senior consultants drawn from Ernst & Young, Hyder Consulting and ACILTasman. A brief summary of each submission was prepared by the Study Team identifying any relevant matters applicable to each module of the Study.

A list of all submissions received is provided in Table 5.

Table 5 - Submissions received by the North-South Rail Corridor Study

Submissions	
1	**re North South Rail Corridor Study** Albury Wodonga Area Consultative Committee
2	**Getting It Wrong** Colin Butcher
3	**North/South Inland Rail Corridor: Coonamble Option** **Submission for the Information of the Department of Transport and Regional Services** North South Inland Rail Corridor Coonamble Option Steering Committee
4	**Great Australian Trunk Rail System Pty Ltd** **Business Plan** GATR System
5	**Grose River Railway** Railway Technical Society of Australia
6	**Karuah River Railway** Railway Technical Society of Australia
7	**Karuah River Railway, Second Edition and Grose River Railway (12 July 2001)** Alex Stoney, B.E., F.I.E. Aust., M.I. Mech.E (retired)
8	**Metropolitan Strategy Discussion Paper** **Submission of the Greater Western Sydney Economic Development Board to the Department of Infrastructure, Planning and Natural Resources** Greater Western Sydney Economic Development Board

Submissions

9	**Submission North South Rail Corridor Study** Phillip Laird, Ph D, Comp. I.E. Aust., MCILT
10	**North South Rail Corridor Study - Deviations** Phillip Laird, Ph D, Comp. I.E. Aust., MCILT
11	**North South Rail Corridor Study** South East Development (Melbourne) Area Consultative Committee to DOTARS
12	**Rail Corridor Recommendations for the Melbourne/Brisbane Inland Railway** Australian Transport & Energy Corridor Ltd
13	**Submission to the North-South Rail Feasibility Study Conducted on Behalf of the Federal Government** John Grayson Holdings P/L
14	**Submission to the North-South Rail Corridor Study** New England Local Government Group
15	**Inquiry into Integration of Regional Road and Rail Networks and their Connectivity to Ports** Glen Innes Section 355 Transport Committee
16	**Northern Energy Corporation Submission to the North South Rail Corridor Feasibility Study** Northern Energy Corporation Limited
17	**Metropolitan Strategy** **Freight Infrastructure Advisory Board - Sydney Port Freight Plan Industry Consultation** **Submission of the Greater Western Sydney Economic Development Board to the Department of Infrastructure, Planning and Natural Resources** Greater Western Sydney Economic Development Board
18	**Freight Forum Findings Report** Greater Western Sydney Economic Development Board
19	**Submission to the North South Rail Study** Mid North Coast (NSW) Area Consultative Committee
20	**Submission # 3 Re North South Rail Corridor Study** Phillip Laird, Ph D, Comp. I.E. Aust., MCILT
21	**Newcastle-Sydney-Canberra-Melbourne Fast Freight and Passenger Train Options** Railway Technical Society of Australia
22	**Key Freight Forum Findings** Greater Western Sydney Economic Development Board
23	**Track and Signal April-May-June 2006: Article - Karuah River Railway** Alex Stoney, B.E., F.I.E. Aust., M.I. Mech.E (retired)
24	**Routing of the Inland Rail Corridor** Greater Shepparton City Council

Submissions

25	**A Submission by the Friends of the Northern Railway to the Study of the North-South Rail Corridor under the Auspices of the Department of Transport and Regional Services** Friends of the Northern Railway
26	**Inland Rail Link: Melbourne – Brisbane** **Glen Innes-Severn – Rail Submission** Glen Innes Severn Council
27	**Email to DOTARS** Steve Ross
28	**Initial Report of Findings - Cunningham Rail Link** Cunningham Rail Link Group
29	**Submission 4 to the North-South Rail Corridor Study** Phillip Laird, Ph D, Comp. I.E. Aust., MCILT
30	**King & Co - Issue 25 and Issue 26** King & Co

Late Submissions

1	**Newcastle Rail Bypass** **GHD**
2	**Input Into The North-South Corridor Study - Newcastle Freight Bypass** **Premier's Department New South Wales**

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