

**Submission  
No 14**

**INQUIRY INTO RAIL INFRASTRUCTURE PROJECT  
COSTING IN NSW**

**Name:** Mr Bob Masters

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Legislative Council General Purpose Standing Committee No. 3.  
Committee Chair,  
The Hon Natasha Maclaren-Jones MLC.

Submission re. Inquiry into Rail Infrastructure Project Costing in NSW. Due 28/9/2011.

1. A most welcome inquiry. Excellent work to all those who initiated this much-needed inquiry. Best wishes to all Members of the Committee in your endeavours to get some positive outcomes.

2. Very expensive to NOT build. Many people point out "but rail is expensive to build". Instead, the statement should relate to how much it costs COMPARED with how much it will save. A full analysis of all costs and a full analysis of all benefits is of course required. For example, what is the cost for thousands of motorists wasting one hour each day in getting to/from work.

3. Expenses increasing. All costs relating to transport, infrastructure, property acquisition, oil prices are increasing. The longer these transport issues remain unresolved, the more we will be paying. For example, the corridor for the East Coast Fast Train through Sydney should be immediately resolved and the relevant properties acquired.

4. Cost comparisons. What is the cost of other rail projects throughout the world? What is the cost of heavy rail lines (double-deck trains) on the ground, above the ground/elevated and under the ground/in tunnels? What is this cost of metro (single-deck trains) lines on the ground, elevated and in tunnels? What is the cost for light rail?

5. Transport Public Inquiry. All important and previously published information into long-term rail planning has been brought together in the Independent Public Inquiry, 2009. It is INDEPENDENT. It needs to be read then re-read. It then needs to be studied.

<http://www.transportpublicinquiry.com.au>

Chapter 6 Funding Certainty. Compulsory reading and analysis.

6.2 What can be done? 523 (55 of 60)

6.6 Comparisons between revenues and the communities willingness to pay.

6.7 Choice of funding instruments.

6. Long-term plan needs to be adopted. For the last 30 years, a series of ad hoc rail projects have been devised and/or built by NSW governments. All have been short-term projects which have not been part of any overall plan. The latest are the two so-called "links which don't".

"Projects will need to be planned in advance and a pipeline of projects will be required to prevent capacity constraints in the construction industry. Prioritisation between competing projects will be necessary to prevent these capacity constraints arising". Independent Public Inquiry. 474 (6 of 60)

7. There is hope.

The Independent Public Inquiry determined that \$36 billion would be needed for the projects that they had recommended over the 30 years timeframe. It also determined that "using a mix of funding options, it was possible to raise between \$65 billion and \$81 billion (2008-9) over 30 years".

The obvious question then is "What are we waiting for?".

"The analysis reported here shows that funding a long-term transport plan that raises Sydney and NSW to the standards required of a global, competitive and liveable city is an attainable goal". Independent Public Inquiry. 475.

8. East Asia Scenario is the goal for Sydney.

Of the three general transport options/ scenarios (US, Europe and East Asia), Sydney needs to move towards the East Asia scenario. This has significant long-term financial benefits.

9. Public-Private Partnerships (PPPs).

If a private company considers a project to be financially viable, then the government should be investing in it. Why allow the private company in this case to receive the benefits?

10. Choosing the most suitable form of rail transport.

Each type of rail transport (fast train, heavy rail, metro, light rail) has certain advantages and disadvantages. For example, light rail seems to have largely missed out in Sydney. It is relatively inexpensive and should be utilised more in various CBDs and inner suburbs.

Check out Appendix 3. Independent Public Inquiry. "Fitness for Duty. The Capabilities of Double and Single Deck Rolling Stock".

Also check out train widths. CityRail trains in Sydney = 3.03 metres wide.  
London metros ... T 73 = 2.63 metres wide.

#### 11. Tunnels are expensive.

Every future rail project in Sydney for the next 100 years will involve tunnels. The Sydney basin is now covered with houses and buildings plus it has innumerable geographical challenges for the building of rail lines. The cheapest option for tunnels must be chosen and NOT the most expensive option. It is completely illogical to choose to build large 7 metre diameter tunnels ( area=38.48m<sup>2</sup>) for the next 100 years.

Single-deck metro trains only need 5.5 metre diameter tunnels (area= 23.76m<sup>2</sup>). This is 62% the size of the the larger tunnels.

In the case of the Epping-Chatswood Line, this probably cost \$1-2 billion extra due to this one factor. The same extra cost will occur with the North West Rail Link. That's an overspend of \$2-4 billion for just 2 projects.

And tunnelling under water is even more expensive.

#### 12. The No.1 Sydney rail priority.

The new NSW Government has made the election promise to build the North West Rail Link. But it is not the No 1 priority for Sydney. I believe the first priority is to increase the capacity from Chatswood to at least North Sydney Station. This is to prevent the obvious problem of fitting additional trains onto stations that are already at capacity during peak hours. I would suggest the NWRL line and the corridor to North Sydney be developed simultaneously as per my long-term plan.

#### 13. My 100-year plan.

Seeing the need for a long-term rail plan for Sydney, I have done the research, added a few visionary ideas and come up with a 100-year rail plan. Logically, the NSW Government will adopt this plan since it is the only 100-year plan available.

Main points.

1. East Coast Fast Train. Cheapest and most effective corridor through Sydney and NSW. Four stations in Sydney - Campbelltown, Southwest Central, Blacktown, Northwest Central. Best corridor to Central Coast.

2. Thirteen independent metro lines involving 800kms. This is 8kms per year, comparable to the NWRL.

3. Sequential Plans for 100 years. Each 5-Year Plan, which may take a longer or shorter time, to be completed before progressing the next.

4. The first 5-Year Plan includes a line to the North West which is similar to the NWRL.

5. Maximal integration with existing CityRail lines, with future metro lines, with the East Coast Fast Train and with suggested light rail lines. Also integration with Wollongong and the Central Coast.

6. Many of the lines are orbital thereby maximising connectivity with existing radial lines.

7. Metro lines for Newcastle, Central Coast, Wollongong and Canberra with connections to the fast train.

8. It is a long-term, 100-year plan which can be seen at an agreed time.

Thank you for working on this important issue,  
Bob Masters