

Respondent: Australian Rail Track Corporation Ltd

Aspect	Issue	Clarification / Response	EA Section/ Specialist Study reference
Rail Link	ARTC is in support for proposals of this nature which seek to facilitate a mode shift from road to rail.	Noted	N/A
	<p>The undertaking provides that ARTC's consent to network connections is conditional upon a number of matters, including:</p> <ul style="list-style-type: none"> ▪ The impact of the configuration of the connection on the capacity of the ARTC network; ▪ Interface and safety impacts; ▪ Compliance with ARTC train control directions for entry to and exit from the ARTC network; ▪ ARTC's engineering and operational standards; and ▪ The owners of the connection meeting the initial and continued costs associated with constructing and maintaining the connection. 	<p>SIMTA acknowledges and accepts these conditions.</p> <p>Section 2.2 of the <i>Rail Access Report</i> and Section 5.3.3.1 of the EA assesses the suitability of the proposed rail alignment and connection to the SSFL, and the potential impact on the capacity of the ARTC network. At its peak, the SIMTA proposal will require 21-22 paths. Recent information provided by ARTC indicated that they have a designated train path model showing that there are 24 train paths available each way. Further capacity reviews in collaboration with ARTC will be carried out as the SIMTA proposal progresses. Reviews would consider the potential need for any infrastructure upgrades on the main line. The following statement of commitment is included in the EA:</p> <p><i>Work with ARTC to identify the timing, scope and staging of any required capacity enhancement to the ARTC Network.</i></p> <p>The rail alignment will be designed in accordance with ARTC standards. SIMTA will comply with all ARTC licence requirements, engineering and operational standards, ARTC train control directions for entry and exit from the ARTC network.</p> <p>SIMTA will bear responsibility for the costs of constructing and maintaining connection from the SIMTA site to the SSFL in accordance with the agreement reached between ARTC and SIMTA.</p>	<p>Section 5.3.3.1</p> <p>Appendix H <i>Rail Access Report – Transitional Part 3A Concept Plan Application</i> (Hyder Consulting, June 2013b)</p>
	I can confirm that the proponent has had an on-going dialogue with ARTC in relation to the definition for the rail connection. ARTC expects to continue to work with the proponent as the rail	Agreed. SIMTA has welcomed discussions and the involvement with ARTC and look forward to continued consultation and collaboration with ARTC.	N/A

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	<p>link proceeds to subsequent design stages.</p> <p>In addition, the requirements for any required capacity enhancements to the ARTC network will be addressed in accordance with the relevant provisions of the ARTC Interstate Access Undertaking.</p>		
	<p>Prior to the construction of the rail link ARTC recommend that the proponent:</p> <ul style="list-style-type: none"> ▪ Enter a Works Deed with ARTC in relation to the construction of the connection to the SSFL ▪ Enter a Connection Agreement with ARTC ▪ Enter and Interface Agreement for the construction and on-going operation of the Rail Link ▪ Obtain ARTCs consent for the connection to the SSFL, noting that the granting of consent is subject to the provision of ARTCs Interstate Access Undertaking ▪ Work with ARTC to identify the timing, scope and staging of any required enhancement capacity to the ARTC network. 	<p>Agreed.</p> <p>The following statement of commitments has been included in the EA (Section 18).</p> <p><i>The Proponent shall:</i></p> <ul style="list-style-type: none"> ▪ <i>Obtain the consent of the ARTC with respect to the connection to the Southern Sydney Freight Line (noting that the granting of consent by ARTC is subject to the provision of ARTC Interstate Access Undertaking).</i> ▪ <i>Work with ARTC to identify the timing, scope and staging for any required capacity enhancement to the ARTC Network.</i> <p>Consent obtained from ARTC, and any subsequent agreements entered into, will be in the form agreed on by SIMTA and ARTC.</p>	<p>Section 18</p>