

From: Rob McNamara
To: s. 47F
Cc: s. 47F; Bruce Wilson AMs. 47F
Subject: RE: Y2G PRG - s. 47F map [SEC=UNCLASSIFIED]
Date: Tuesday, 11 April 2017 5:50:45 PM
Attachments: image001.png
 B2G Unit rate for construction (AFCOM Estimate) and construction costs.xlsx

s. 47F

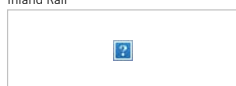
Further to our phone conversation please find attached the table which provides a breakdown of unit construction costs for the 4 alignments that have been assessed as part of the recent PRG process.

Based on a very high level look it would appear that the forestry route via Cecil Plains that was advocated at the PRG process would be about 20 to 30 kilometres longer. Using the unit rates from the PRG alignments means that additional construction capital may be in the order of \$170M to \$220M as an approximate guide. Also it should be noted that the Cecil Plains route still requires a crossing of the Condamine floodplain although the distance would be roughly 12km as opposed to 16km or thereabouts on the other options.

In addition the Cecil Plains suggestion would join the existing West Moreton rail line alignment closer to Oakey which based on s. 47F map would mean that it would bypass Well Camp airport precinct.

Whilst the above comments are very high level I trust they give you some further background information. Feel free to give me a call on the mobile if you would like to discuss further or had any questions.

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From: s. 47F (mailto:s. 47F@infrastructure.gov.au)
Sent: Tuesday, 11 April 2017 1:19 PM
To: Simon Eldridge; Rob McNamara
Cc: s. 47F; Bruce Wilson AMs. 47F
Subject: Y2G PRG - s. 47F map [SEC=UNCLASSIFIED]

Hi Simon and Rob,

I've attached here the map that s. 47F provided at yesterday's final Y2G PRG meeting. I'm sure we will see more about this as an option in the public domain. Has ARTC considered a route this far west of the base case (modified)? We are wondering how workable would such a route might be and whether it would be worth further consideration?

Cheers

s. 47F

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