

From: s22 (irrelevant)
Subject: FW: N2N Questions and redrafted letter [DLM=For-Official-Use-Only]
Date: Friday, 3 November 2017 10:39:14 AM
Attachments: [Brendan's Table.xlsx](#)

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From: MASHFORD Scott
Sent: Thursday, 2 November 2017 6:19 PM
To: NERDAL Brendan <Brendan.Nerdal@infrastructure.gov.au>
Cc: WOOD Richard <Richard.Wood@infrastructure.gov.au>; HALLAM Diana <Diana.Hallam@infrastructure.gov.au>; TWINING James <James.Twining@infrastructure.gov.au>; WALLACE Andrew <andrew.wallace@infrastructure.gov.au>; s22 (irrelevant)
Subject: RE: N2N Questions and redrafted letter [DLM=For-Official-Use-Only]

Hi Brendan

As requested, s22 has created the table you have requested including the MCA comparison score.

We will work to finalise answers to the other questions.

Scott Mashford
General Manager | Communications and Stakeholder Engagement
Inland Rail Unit
Department of Infrastructure and Regional Development
GPO Box 594, Canberra ACT 2601
t +61 2 6274 7624 | s47
e scott.mashford@infrastructure.gov.au | w www.infrastructure.gov.au

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From: NERDAL Brendan

Sent: Thursday, 2 November 2017 1:50 PM

To: WOOD Richard <Richard.Wood@infrastructure.gov.au>

Cc: HALLAM Diana <Diana.Hallam@infrastructure.gov.au>; TWINING James <James.Twining@infrastructure.gov.au>; MASHFORD Scott <Scott.Mashford@infrastructure.gov.au>; WALLACE Andrew <andrew.wallace@infrastructure.gov.au>

Subject: N2N Questions and redrafted letter [DLM=For-Official-Use-Only]

Hi Richard,

Ahead of our discussion on Monday, I have a few questions (and comments that I would like you to comment on if you have concerns) about the N2N decision brief. As a priority, could I please get the information referred to in question one?

Data

1. Could I get a copy of Appendix C to the ARTC Preferred Corridor Report (Attachment E to the MS17-002171) in '.xls' format, with the MCA comparison scores also included in columns associated with each of the corridor sections?

s22 (irrelevant)



Land Acquisition

8. What is the estimated land acquisition task for the proposed corridor?
9. When will that commence?

s22 (irrelevant)



Section specific questions

Narromine to Burroway (Alternative Route)

12. While the alternative and preferred option impacts more stakeholders in the short-term, by avoiding Narromine it reduces long-term impacts. s47C



Burroway to Curban

13. A 5km study area might have the criticism of rather than selecting a preferred corridor we have simply expanded an existing one. If the intention is to go to the east as suggested, it is difficult to understand why we would go with the wide corridor.
14. It is equally difficult to explain how a cost-saving is being achieved on the alignment if the existing option still exists?
 - a. Overall, it seems to me that there could have been a smaller final study area, located to the East, why are we not doing this?

Curban to Mt Tenandra



Mt Tenandra to Baradine

1. No alternative was considered here, despite the report suggesting there is community concern. Is this because there is no substantially different option available? I can't pull from the ARTC specific details on this?

Baradine to Narabri

17. As I've suggested in the letter, we should draw out that this Piliga Forestry Route uses an existing transport corridor. I think this is an important point in relation to the forestry fragmentation/biodiversity questions.



Regards,

Brendan.

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ESTIMATE DIFFERENCES SUMMARY BY SECTION

Capital cost differences for preferred corridor by section and element

Component	Total N2N Feb 2017 Estimate	Concept Total Inc P2N overlap	Narromine to Burroway via Eumungerie Road	Burroway to Curban Tenandra via Gilmores Road	Curban to Mt Tenandra via Box Ridge Road	Mt Tenandra to Baradine via Black Hollow	Barradine to Narrabri via Newell Highway	Preferred Total Difference
MCA Score (May 2017)			0.55	0.43	-0.27	0	3.18	
Environment and Heritage	s47, s47C							
Public Utilities								
Earthworks								
Capping								
Fencing								
Trackwork								
Loops								
Culverts								
Bridges								
Viaduct								
Grade Separation								
Crossings								
Roads and Landscaping								
Delivery Regime								
Site Establishment								
Contractors Indirect Cost								
Design								
Client Cost								
ARTC Supplied Materials								
Camps								
Noise Mitigation								
ATMS Allowance								
TOTAL N2N	s47		37,093,861	-4,257,193	0	0	-83,400,332	-50,563,663