



Australian Government
Department of Infrastructure and Transport

6

Reference: 02224-2012

[REDACTED]
Section 47F

Dear [REDACTED]

Thank you for your email dated 24 April 2012 to the Office of the Hon Anthony Albanese MP, Minister for Infrastructure and Transport, about freight train pollution in Sydney. The Minister's adviser for rail matters has asked me to reply.

Further to our telephone conversation of 11 May 2012, I confirm that the environmental issues that you raised in your email are being handled in accordance with arrangements agreed between the Commonwealth and State Governments for assessment of the environmental impacts of major infrastructure investment projects.

Under these arrangements in the State of NSW, NSW is required to first make an assessment of the environmental impact of a proposal under the *NSW Environmental Planning and Assessment Act 1979* (EP&A Act) and then determine whether a referral to the Commonwealth under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is required.

A referral from Transport for NSW for Commonwealth consideration would only occur in specific circumstances where matters of national environmental significance are triggered. A list of what these matters comprise is provided on the Department of Sustainability, Environment, Water, Population and Communities website at the following link:
www.environment.gov.au/epbc/protect/index.html.

Regarding the NSW state environmental assessment process for the Epping to Thornleigh Third Track project, a State Significant Infrastructure Application was lodged with the NSW Department of Planning and Infrastructure on 24 January 2012. Preparation of an Environmental Impact Statement under Part 5.1 of the NSW EP&A Act is now underway. Throughout the environmental assessment process the community is being consulted and there will be several opportunities for community input into the assessment process.

However, I note that NSW has indicated that while the assessment process is underway, issues raised in feedback will be considered as part of the preparation of the Environmental Impact Statement, rather than responded to individually.

During our telephone conversation you also queried the methodology employed to develop the Benefit Cost Ratio for the Northern Sydney Freight Corridor Program. The Benefit Cost Ratio was calculated in accordance with the National Guidelines for Transport System Development in Australia, developed by the Australian Transport Council (ATC) in 2006, and the Notes on Administration for the Nation Building Program.

A copy of the National Guidelines for Transport System Development in Australia, can be found on the ATC website at: www.atcouncil.gov.au/documents.

I trust that this information will be of assistance to you.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Richard Wood', with a long, sweeping underline that extends to the right.

Richard Wood
General Manager
Rail and Intermodal
Nation Building - Infrastructure Investment

5 June 2012

From: Microsoft Exchange
To: Section 47F
Sent: Tuesday, 5 June 2012 14:26
Subject: Relayed: (015) Letter from the Department of Infrastructure and Transport -
Ref: [SEC=UNCLASSIFIED]

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Section 47F

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