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SYDNEY NSW 2001

## Hume Coal Project (SSD 7172) and related Berrima Rail Project (SSD 7171) Notice of Exhibition

Dear Mr Freeman

Thank you for your email 31 March 2017 requesting Transport for NSW (TfNSW) comment on the notice of exhibition of the subject State Significant Developments (SSD 7171 & 7172).

The Berrima Rail project will enable the transportation of coal produced by Hume Coal and involves the construction of a new rail loop connected to the western end of the existing Berrima Branch Line (two potential rail options depending on council's proposed realignment of Berrima Rd). TfNSW has reviewed the documentation supplied in support of the above developments and has a number of comments. Please note that the Roads and Maritime Services (RMS) will be providing a separate submission.

### Train paths

The Environmental Impact Assessment (EIS) at Appendix G – Traffic and Transport Assessment - Section 4.4.1 – Unanderra to Port Kembla Coal Terminal highlights capacity constraints for freight trains along the route. 4.4.2 states that ARTC has been consulted and confirms future availability and train paths between the Berrima Branch Line and Port Kembla. However, the proposed haulage route, between the project site and Port Kembla, involves travel on a short section of line managed by Sydney Trains through Unanderra. Although the proponent has stated it has consulted with ARTC and existing freight operators to ascertain capacity between Berrima Branch Line and Port Kembla, it has not consulted with TfNSW and has assumed there are “few capacity constraints for freight trains operating over this section of the route”. The proponent needs to engage with Sydney Trains to confirm train path availability and future network enhancements which may be required to support the proposed operations and maintain sufficient capacity for other rail users over the life of the project. Additional detail regarding train paths is at **Attachment A**.

### Level crossing

The project proposes to extend the western end of the number 1 siding at Berrima Junction by approximately 240m from about chainage 143.7km (from the existing

clearance point to the proposed clearance point) across the existing creek crossing. This will result in the siding being located next to the level crossing on Collins Road. The level crossing on Collins Road is currently protected by passive control. The siding extension will require the level crossing to be assessed for compliance with standards for the sight distances etc and renegotiation of the Safety Interface Agreement (between track owner and road authority) for the crossing.

### **Railway bridges**

Detailed designs need to be undertaken for the proposed railway bridges over the Old Hume Highway and Berrima Road. These bridges need to be designed to provide adequate clearance and capacity as both these roads are 4.6m high HML B-double routes.

### **Locomotives and wagons**

Hume Coal has committed to the following measure "*use of the latest generation of AC locomotives, and wagons with electronically controlled pneumatic brakes*". TfNSW requests advice on how this commitment will be assessed at commencement and on an on-going basis. Due to the ambiguity of this statement, it is recommended that the proponent specify that locomotives using the facility will satisfy the noise criteria in the Environmental Protection Licenses (EPLs) imposed by the Environmental Protection Authority (EPA) for the relevant networks (ARTC / Sydney Trains / John Holland). The proponent would then be required to restrict access to their facility to any locomotive that did not meet these requirements.

Thank you again for requesting TfNSW comment on this proposal. If you have any further questions or require the necessary contact in Sydney Trains, Mr Lee Farrell, Transport Planner at TfNSW, would be pleased to take your call on (02) 8202 2944. I hope this has been of assistance.

Yours sincerely



20/6/17

Mark Ozinga  
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**Freight, Strategy and Planning Division**

## **Attachment A – Train paths**

### **The following should be noted:**

- There is an interface with existing passenger and freight operations between Unanderra and Unanderra North Junction on the Sydney Trains network; passenger and freight share the bi-directional dual track (Up and Down Illawarra) in this section. The proposed eight Hume Coal services to / from Port Kembla potentially impact the existing freight and passenger services in this area
- Currently, up to 14 freight paths in each direction per day between Unanderra and Unanderra North Junction
- Existing operation of Moss Vale to Bomaderry Manildra service reversing direction up to two times per day at Unanderra. Timetabled dwell at Unanderra is approximately 30mins.
- Up to 33 passenger trains in each direction per day between Unanderra and Unanderra North Junction
- This interface needs to be considered in the EIS including modelling to ensure the future availability of trains paths and further stakeholder consultation with Sydney Trains / Transport for NSW