

Dear Review Team,

With thanks to Ian Evans for publicizing and distributing the above discussion paper, I have read this document and offer my opinion as a resident in the affected area.

- The main focus of this Discussion Paper appears to be on the various options for effecting long term capacity upgrade to this freight line, including those options for bypassing the densely populated Adelaide Hills areas.
- History has shown that ARTC is unable operate the existing freight line through the densely populated Adelaide Hills areas (Belair, Glenalta, Blackwood, Eden Hills, etc) within acceptable environmental standards, mainly on the basis of the noise levels produced by the train wheels; whether this is a maintenance issue (undoubtedly compounded by the tight and steep curves in this rail alignment) or simply a product of operating a train through an alignment featuring such tight and steep curves, I consider the noise levels to be unacceptable, and hence I consider the future operation of freight through this existing alignment to be unacceptable. On this basis my opinion is that the Base Case, Option 1 and Option 5 should be discarded.
- Other issues associated with operating an 1,800m freight train through these suburbs include the increased road traffic movement delays (as 3 level crossings are impacted simultaneously), a particularly emotive topic during the bush fire danger season, and the increased consequence of derailment. Both of these issues provide further support to the alternatives of bypassing these hills suburbs.
- Of the remaining options - Option 3 and Option 4 - I note the additional capital investment of \$1.0 billion for Option 4, and I note the additional operational benefits that this investment would bring. I am of the opinion that if an economic justification can be put forward which justifies the additional upfront investment in option 4, then it should be pursued as the preferred option. Such economic evaluations should be based on pay back periods of 20-30 years, or be based on projected rail operations in 20-30 year's time. I consider this long term view to be warranted on the basis of this freight line being a long-term asset vital to the development of South Australia and indeed Australia.
- Finally, and to put this topic in global context, the development of an Option 3 or Option 4 type solution would upgrade this part of our rail system to a standard similar to that found in other first world countries such as Germany, Austria, Switzerland, etc. Retention of the existing rail freight alignment, complete with its host of operational issues, would provide a rail system more akin to that found in a 'Bollywood' movie.

Thank you for the opportunity to comment and I look forward to read about further developments on this study.

Regards,

Darren Twining
Hawthorndene, SA