

## Infrastructure Tasmania

### Consultancy Scope – North-east passenger rail experience

The Tasmanian Government has committed to assessing the merits of a proposal submitted by the Launceston and North East Railway (L&NER) to re-establish a passenger rail experience between Launceston and Scottsdale on what is currently a non-operational line within the Tasmanian rail network.

The north-east line has not been open to rail traffic since 2004 and TasRail has retained the line on a care and maintenance basis since taking over the line from Pacific National in 2007.

With the recent passing of the *Strategic Infrastructure Corridors (Strategic and Recreational Use) Act 2016* and the intent to appoint Dorset Council to be the manager of the corridor for the purposes of implementing a cycle trail along much of the non-operational line, it is necessary to ensure a timely assessment of the claims of the L&NER relating to its capability to implement a sustainable passenger rail service before further progress on the bike trail is made.

The proposal (attached) is in three stages, with the first being the running of a railcar between Turners Marsh and Lilydale, with future stages to Wyena/Lebrina Vineyard and lastly the full distance of the non-operational line through to Scottsdale, utilising both steam engine and railcar.

The proposal received makes claims about the track condition and the cost of capital works required to restore the rail to a standard that would meet regulatory requirements. It is this aspect that the consultant is to provide advice on. In particular;

1. A statement of the National Rail Safety legislative requirements (and any other relevant regulatory requirements) for the type of engine and railcar proposed to be used on the rail line and for the operation of a passenger service more generally (including an assessment of the ongoing regulatory costs – e.g. inspection and audit);
2. An assessment of the track condition between Turner's Marsh and Scottsdale, (including ballast, sleepers and rail, bridges and crossings);
3. Provide a cost estimate for the capital works to bring the section from Turner's Marsh to Lilydale up to standard to run the railcar that is proposed and any additions that would be necessary for the steam engine in future stages;
4. Provide an estimated cost for the capital works required to upgrade the remaining section through to Scottsdale to cater for the steam engine.
5. Assuming it is possible legislatively, provide an assessment of the expected safety and operational requirements if a passenger rail experience was co-located in the corridor with a bike trail and comment on the practicality of doing so on the north-east line.
6. Provide a written report covering the above findings and any additional observations considered necessary by Friday 30 June 2017.

Prior to commencing the work, the consultant is to provide to Infrastructure Tasmania:

- an outline of the intended approach;
- the team to be used (including relevant experience on similar projects); and
- the expected cost to meet the scope and deadline.

## Infrastructure Tasmania

### Consultancy Scope – North-east passenger rail experience proposal assessment

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The proposal received makes claims about a number of variables including ongoing operating costs, patronage and models of operation. A suitably qualified consultant with experience in tourism or heritage railway services is sought to test the assumptions in the proposal, in particular:

1. The expected costs of running the railway experience (for example maintaining the engine and rolling stock, track maintenance, capital improvements to stations, ticketing, promotions, accreditation, safety audits, administration and staffing).
2. The ability to sustain such an operation entirely based on volunteer labour.
3. The operating model proposed in terms of days running, scheduling, stops and passenger experience (the latter being of particular interest as it relates to the attractiveness of the offering).
4. Forecasts of patronage and proposed pricing, citing experience of similar operations where possible.
5. Split the assessment between the proposed phase one and the future total experience (that is, comment on the sustainability of the railcar service as a stand alone proposal and then the service as a whole).

Data will be available on the estimated costs to bring the track up to a standard suitable to run the types of railcar and engine proposed during the course of the engagement. This may inform operational and capital tradeoffs impacting cost items.

A report is required by no later than 31 July 2017.

Prior to commencing the work, the consultant is to provide to Infrastructure Tasmania:

- an outline of the intended approach;
- the team to be used (including relevant experience on similar projects); and
- the expected cost to meet the scope and deadline.