



Newsletter – 3rd August 2018

Please refer to our previous newsletters dated the [7th May 2018](#) and the [4th July 2018](#) on our website.

The State Committee met on Friday 6th July 2018. Most of the meeting was allocated to the presentation by Rino Matarazzo from Sydney Trains.

Mr Matarazzo provided a Power Point presentation that covered Sydney Trains' investigations and costings of the required work to construct the HighLine walking path and ancillary landscaping. It also covered the relocation and upgrading of Sydney Trains' facilities to incorporate the HighLine and ongoing use of the line by trains.

He referred to the significant work that was required for the ongoing use of the rail corridor by Sydney Trains such as the replacement of wooden sleepers by concrete sleepers. He also referred to the significant work required for the future use of the line by Transport Heritage, including the re-establishment of the platform at Lavender Bay for use by Heritage Trains.

At the commencement of the presentation, we requested a copy of Mr Matarazzo's full report in order that we may examine it in detail and compare it with the costs arrived at by our Quantity Surveyor. This was agreed to by Mr Matarazzo and Ms Wilson at the meeting.

Ms Wilson agreed that once Mr Matarazzo provided full costs within the next three weeks, including the timing of the proposed works and possible staging, she will take the project to the Transport Minister for funding consideration.

Several days after the meeting, we followed up Mr Matarazzo for a copy of his report but our request was declined. He advised that after we had left the meeting Ms Wilson and several other attendees suggested that the report should not be circulated.

Mr Matarazzo agreed to meet with Joan Street and me on the 16th July and at that meeting he explained in greater detail the assumptions behind Sydney Trains costings and referred to the detailed work his team had undertaken. He wasn't prepared to release the information to us.

We followed up our meeting with an email and a series of questions for Mr Matarazzo that to date have not been answered.

What is clear from the approach of Sydney Trains is that while incorporating the HighLine walkway into the corridor they are taking the opportunity to upgrade the rail facilities and preparing it for long-term use, if not for Sydney Trains then for Transport Heritage.

We questioned Mr Matarazzo on the lack of use of the rail corridor over the last month or so – there have been no trains on the line since the third week in June. He advised that there will be a new training schedule commencing on the corridor in September this year. From what many of us recall this is the longest period of non-usage of the corridor for many years.

Mr Matarazzo has made it clear in several meetings the intention of Mr Howard Collins, the Chief Executive of Sydney Trains, is that work sheds be built on the rail land adjoining Luna Park to house some of the Transport Heritage vehicles, such as the 'Red Rattler' currently housed at Everleigh.

Joan and I are due to meet with Ms Wilson on 6th August to seek clarification on a number of issues and request that the next Committee meeting, that is now overdue, be held urgently.

Information on membership is available on the SHHL website at <https://www.sydneyharbourhighline.org.au/>

Regards



David Bowman

Vice President

Sydney Harbour High Line Association

