



## AuHSR Newsletter - March 2024

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### Quick reads

**Check out our blog.** Dr Philip Laird provides an update on HSR construction, completions and proposals in Asia here [HSR update in Asia](#).

**California High Speed Rail progress.** Lessons for Australia are here [California High Speed Rail progress](#)

### Meeting with High Speed Rail Authority CEO

AuHSR representatives met with representatives from the High Speed Rail Authority and Transport for NSW on 25 March to share research and offer support to the Authority as it kicks off the Sydney - Newcastle HSR Business Case.

HSRA CEO Tim Parker and TfNSW Director Graham Nelmes provided their initial views on the work ahead of the Authority. Graham headed up the TfNSW Faster Rail program before it was disbanded by the previous government. While Tim and Graham are well schooled in Sydney's rail network, both emphasised that no firm decisions have been made regarding the Sydney to Newcastle corridor other than it will be the first stage of the HSR network.

Tim outlined three key deliverables for HSRA over the next 12 months;

- **Sydney to Newcastle Business Case** - To be completed in 2024, the Business Case will lay out the proposed alignment, station locations, the type of trains to be used, the estimated cost and the timeframe for construction of the first stage of the HSR Network.
- **Product Definition Report** - This report will refine the definition of the full high speed rail network including potential station locations, alignment options, costs

and benefits, delivery options and corridor preservation opportunities. It will form part of the Pathway Delivery Report, an initial Masterplan for the East Coast HSR.

- **Pathway to Delivery Report** - To be completed by the end of 2024-25, this report will be a strategic roadmap for delivering the HSR network. The Report, prepared in consultation with the relevant states and the ACT, will include identification of route alignment, station locations, costs and benefits, city shaping and land use opportunities, emissions reduction and environmental impact mitigation strategies, financing delivery options, commercial interfaces and interoperability.

### Key observations from the meeting

- HSR is an economic investment, not just a transport investment, so long term value is as important as cost
- Sydney Central Station remains a candidate as Sydney's main HSR station
- A dedicated HSR line is preferred over an integrated network due to its reliability and less complex integration requirements
- Local manufacturing of HSR components will play an important role
- Bi-partisan political support will be essential in gaining approval for the project.

Tim promised that this time around, there will be no more Utopia episodes on high speed rail.

### Fastrack Australia reports

AuHSR relies on the technical expertise of its members to expand our knowledge and challenge conventional thinking on planning and building a high speed rail network in Australia.

Our sister organisation, FastAustralia, has recently released three studies that serve this purpose.

- Integrating Our Mega-Regions: Implications fro Sydney-Newcastle High-Speed Rail
- Governance for High Speed Rail
- National Passenger Rail Operator

These reports can be downloaded from [Fastrack Australia Reports](#).

### Call for Abstracts Transport Symposium

The Planning Institute of Australia is calling for abstracts for its Transport Symposium on 19th June 2024. PIA is looking for abstracts broadly within the following topic areas:

- National Settlement
- Clean Transport
- Active Transport
- High Speed Rail
- Equitable Access to Transport

- Road Safety

Follow this link to the [Abstract Submission form](#)



## TRANSPORT SYMPOSIUM

ROADMAP TO INCLUSION:  
BUILDING SAFE,  
CONNECTED AND  
ACCESSIBLE  
COMMUNITIES



### Save the Date

Wednesday 19th  
June 2024



### Call for Abstracts

PIA NSW Transport Network is looking forward to receiving your abstracts on National Settlement / Clean transport / Active transport / High speed rail / Equitable access to transport / Road safety



### Sponsor this event



### Abstracts due 12th April

email [nsw@planning.org.au](mailto:nsw@planning.org.au)  
for a copy of the abstract submission

### Thanks to our Company Members

As a non-profit association, AuHSR relies on the financial and technical contributions from Individual and Company Members to achieve its objective of balancing Australia's future growth by investing in modern, integrated rail networks.

We are grateful to the following companies for their generous financial support;

- Giammarco Civil Engineers - [www.giammarcoengineers.com.au](http://www.giammarcoengineers.com.au)
- GM Rail Pty Ltd - [www.gm-rail.com](http://www.gm-rail.com)

Check out our supporters and consider them for your next relevant project.

### Volunteers needed!

Help us grow!

A **Southern Highland Major Donor Campaign** is focused on building a stakeholder network in the Sydney to Canberra corridor. Email Joe directly at [joe.langley@auhsr.org](mailto:joe.langley@auhsr.org) if you are interesting in helping with this campaign.

Damien Ottaviano is organising a **Sydney Mini-Conference** later this year. If you are interested in attending or helping Damien with this event, contact him directly on [damien.ottaviano@auhsr.org](mailto:damien.ottaviano@auhsr.org).

Visit our website - [www.auhsr.org](http://www.auhsr.org)

Contact us - [joe.langley@auhsr.org](mailto:joe.langley@auhsr.org)

Join us - [Membership application form](#)

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