# Picnic in paradise

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***If you’re at Treasury today***

***You’re in for a big surprise***

***If you pass Finance on the way***

***You won’t quite believe your eyes***

***For every dud that ever there was***

***Is in the queue for certain because***

***Election time is infrastructure’s picnic***

***Picnic time for big projects***

***Taxpayers get a terrible time from it***

***Spivs have caught them unaware***

***As politicians ply some bad bullshit***

***Officials gaily gad about***

***Saying its ok with never the slightest care***

***Thank God we don’t see what’s really going on***

***As the load is short of bricks up there***

## Roads

### Advocacy

Remember Little Turtle’s section on transport coordination. Where Roads and Maritime invited the ‘plaintiff’ to express interest in tendering for a road project only for a Minister to slap down both:

(the plaintiff) ‘*can waste their time and money all they like…… these guys have shown their performance just isn’t good enough*.’[[1]](#endnote-1)

News: the plaintiff won a road related contract for the Department of Health.[[2]](#endnote-2)

Farsouthcoasters hope same Minister does better in lobbying for duplication of the once-in-a-while almost busy Princes Highway south o’Nowra. Alleged motivation: speculation of going Federal? Nonono. Rather: involvement in a bad car crash in 2011, Tomakin Rd Mogo. Isn’t that a side road?[[3]](#endnote-3)

No matter. Who fixes the highway befriends the beagle (kennel 2537). So long as they pay the bill.

### Scrooge and the highway to hell

An admonition: ‘***The road to hell is paved with ….. subsidies’***. Even well-intentioned subsidies. The Australian, of course, 30 Nov.

From an SCG Trustee. You might recall the Trust - the ‘*not-a-private-club*’ with decade + long waiting list, calling itself the most sought after in Sydney – wants, at taxpayer expense, to knock-down / rebuild facilities it manages – Sydney Football Stadium aka the ‘Deathtrap’. Crowd safety concerns. Concerns grave enough to tax you $732m, but not prevent record crowds several times this year. [[4]](#endnote-4)

NSW Opposition Leader Daley in effect said if elected to paradise’s throne: ‘no gift’. Rather, he’ll organise a loan for the Trust if they think it etc. such a good idea, ‘business case’ and all. Implying: it will be on their heads if they demolish the joint to try to lock him in. Scrooge or what?[[5]](#endnote-5)

A position described as ‘*breathtaking ignorance*’ by another – long serving - SCG Trustee and radio host who said it is a not-for-profit public organisation. With the full headline wrongly saying the Opposition has a ‘*no stadium plan*’.

Breathtaking indeed. One word for various positions in this debate.

The Trust is a profitable non-profit - $2m pa. And ignorance might be no bad thing – it may allow trustees to avoid eternal peril. A business-like business case to support a loan? Repayment of which, admonition implies, avoids damnation as Trustees skip off – not along - the Government’s pro-offered primrose path. As they scrupulously avoid the road to where a $732m gift must lead.[[6]](#endnote-6)

Why not revise their business case to differentiate gift from subsidy: Gift starts with ‘g’ rather than ‘s’? Or make ‘threats’ like the NRL Grand Final – for yonks played 20km west of the deathtrap at facilities not run by the ‘not-a-private-club’ – will move? Somewhere.[[7]](#endnote-7)

To Melbourne? Or Brisbane? The latter would be handy - they must almost be up to ‘73 by now. Allowing replay and right result from Cliff & Tommy v. Bozo and misc. forces of evil.[[8]](#endnote-8)

How about: TV coverage might suffer / not improve? Channel 9? By the way, how is the cricket?[[9]](#endnote-9)

Or is all lost? Trust Chair reportedly said there is Buckley’s business would lend the Trust $730m. Minister then signed a contract – yet to be seen - for demolition /construction. Phoenix is go! [[10]](#endnote-10)

A Channel 9 personality crow call – why the smell of panic? A poll showing near 60% of NSW residents against the gift? Cash-in before the punters get their say via the ballot box?[[11]](#endnote-11)

Given that, and sought sums, might the road Sydney’s stadium Schumpeters find themselves on be better called a highway? We await AccaDacca headlining the gala opening with Highway to Hell.[[12]](#endnote-12)

Before we go: is Canberra heaven? The beagle wants to know where the road paved with taxes - the antonym of subsidies – leads? One for the admonishers or the Australian’s cryptic crossword.

## Farcerail

### Unfair

4 December 2018, an auspicious day. Then NSW Premier said her Government will ‘*deliver a fast rail network* [*slashing travel times across the State.'*](#_top) Lines from Big Town to Port Macquarie, Nowra, Canberra, Parkes (Elvis Fest inspired no doubt). Newcastle in an hour. Work to commence in the next term (apt) and won’t wait for the Commonwealth – NSW will go it alone! Britspert to advise.[[13]](#endnote-13)

High-speed rail is go. NSW is go go (Don’t ….). Even with announced fabrications to shock gunzels.[[14]](#endnote-14)

$4.6m study to cremate the concept after triumphant re-election of politicians with visions.

An idea immediately, universally derided. The Daily Telegraph – normally a Government booster by e.g. annual traducements of great engineer John Bradfield - carried a ‘*farce rail*’ headline. And a $100bn cost and negative editorial: ‘*Premier goes long and wrong’*. Unfair.[[15]](#endnote-15)

Others called it an election stunt. One commentator – obviously not a student of the form – asked why the Premier would bother to announce anything so unbelievable, claiming the Deputy Premier (Minister for Regional NSW) was steering clear of the issue. More from him later. Unfair.[[16]](#endnote-16)

Other criticisms: the library of studies condemning high-speed rail projects in Australia; if it can’t deal with a few km of light rail in Sydney there is no chance the Government could handle hundreds of km of high-speed rail; the plan was stolen from a [TV satire.](#_top)  Unfair, mostly.[[17]](#endnote-17)

Many have seen this before and know where it ends – nowhere. True, but unfair. To proper rail proposals. To other farces. And most of all in not recognising the talents on display in Macquarie St.

Talents who just accepted some of $20m in Commonwealth funds to study faster rail to (almost) Newcastle. Faster being 2-hours travel time – which railway people last year proved could be done today cf. Hamilton Dawdler. Details at the Commonwealth Department’s website since October.[[18]](#endnote-18)

Talent who promise travel time from Canberra to Sydney’s CBD less than a commute from Liverpool, some 240km closer. And Canberra-Sydney passengers get seats and won’t need to change trains.

Speaking of Liverpool etc. while reports don’t have his portfolio involved in the fast train fantasy – regrettably - how about a hooray anyhow for the Minister for Western Sydney? Who? You ask. The one putting circa $2000m - much from Liverpool and Western Sydney taxes - to knock down/rebuild stadiums in Eastern Sydney?

### A welcome mat

Australia’s high-speed rail imbroglio (!) is bipartisan and at both levels of Government.

Federal Labor says it wants to see a high-speed rail authority.[[19]](#endnote-19)

Wastrels in Canberra can put spike to wheel on that. Build on achievements of the $20m study sponsored by the Rudd/Gillard Government which was at pains to put [idiotic views.](#_top)[[20]](#endnote-20)

Beagle tip: Comrades, want to see a high-speed rail authority? Get yourselves passports, follow Dick Whittington and trek to London. And learn what locals mean by the expression: ‘leave it out’.[[21]](#endnote-21)

By world standards Australian cities, even Big Town, are big in area but not population. Our cities are not crowded and most are far apart from each other. Not ideal conditions for continental scale high-speed rail. And politicians are whipping-up scares to keep it thus.

Yet it is Xmas so the beagle puts on a happy face, throws down the welcome mat and suggests some Christmas cheer for our Britspert who is missing Old Dart’s panto season.[[22]](#endnote-22)

Tommy Cat or Widow Twankey might be exclusive to Blighty, but Big Town – and toytown for that matter – does put on a first-class ‘Magic Train’. Our Britspert can join in: boo and hiss congestion-causing-migrants, yell ‘Oh-No©! behind you!’. And cheer the visionary heroes with their Magic Train. Magic Train is looming, looming, looming ever so fast – then puff! magically disappears until just before the next election.

Leaving an infrastructure gap! Even without migrants.

Before moving on, an apology. In Little Turtle we said the Premier had only done half the job of distraction and omitted the usual never-to-happen transport plan circus. Called that one too early. A few verses of atonement:

***Don’t dare we go to work today***

***There’re migrants all around***

***Causing road and rail delays***

***Like Premiers propound***

***So our dumb leaders weak and small***

***Have told us all to heed their call***

***To vote for them and infrastructure’s picnic***

### Deserves

Readers might recall the beagle saying density reasons make Newcastle and Wollongong stand out candidates for faster rail in NSW. Geelong in Victoria. Nothing else is close.[[23]](#endnote-23)

For example, faster rail to Wollongong is more than a dozen times better prospect than to Bathurst / Orange. Even ignoring their 155km shorter routes, vastly lower costs and much better travel times.

Aha! You say - grow inland cities. Fair enough – the beagle will look at that point when the proponents of say Orange-Bathurst high-speed rail produce their plan for a population of 775,000 people. A population where it might deserve the same fast rail attention as Newcastle.

Yet as Little Bill found out in Big Whiskey, when it comes to Big Town rail policy deserves got nothing to do with it.[[24]](#endnote-24)

### Gong a go go?

Sometime in the foreseeable future there will be a need to tunnel /replace the Illawarra line (to Wollongong etc) from Waterfall to a dog friendly beach at Bulli. Two words: Seacliff Bridge.[[25]](#endnote-25)

A long tunnel. Perhaps not well suited to freight trains using the line to get to Port Kembla. A port privatised, expecting – custom and usage etc. – freight trains to continue. Explaining why ‘Oh No!’ (©see below) doesn’t go to Hurstville – as that would have cut freight and stuffed the port. Despite Sydney’s Rail Future showing ‘Oh No ©’ going to Hurstville. Top plan that.[[26]](#endnote-26)

Seacliff etc. means the rail line Maldon (near Campbelltown) - Dombarton (near Wollongong) will be necessary after all. Despite best efforts to sink it with neither trace nor reason. A legendary project due to its achievement of the only thumbs-down ever awarded by Infrastructure Australia. And because two groups of officials didn’t like it – because the ‘proponents’ were in fact opponents?[[27]](#endnote-27)

And if Maldon-Dombarton is solved, so will be Sydney’s real port problem. The real problem of industrial areas moving further from the port and closer to Kembla. Meaning the NSW freight strategy can and should be ditched now. Bring on that Gong a go go.

### The Midas touch

Recall the finale in the beagle’s version of Midas? The gods answer to the King’s plea: “please don’t let everything I touch turn to gold”? They turned everything to shit instead. The beagle’s Xmas wish is for Dame Shirley Bassey to redo Goldfinger with salutary words.[[28]](#endnote-28)

### After the ‘gold’ rush

Just like its touch re transport to south-west Sydney / Badgerys Creek, the NSW Government is Midas-ing its own alleged high-speed rail intentions. They oft say: ‘gold’. But it doesn’t smell like it.

Case study 1: The Newcastle 2km or so light rail project closed the line into the city centre reducing the potential for faster rail.[[29]](#endnote-29)

Interested masochists might also review the Commonwealth Department’s ‘study’ (above). And with grim satisfaction note it puts a high-speed rail station tens of km west of the city. Top idea Canberra types. How about terminating trains at a vacant lot near Kingston rather than in Civic?

Oh, you’ve done that already.

### More Midas

That is nothing compared with Case study 2: Big Town problems for Magic Train.

To explain: long ago a player in the Raiders backline was known to Sieffert regulars as ‘oh no’. Because he’d almost invariably drop the ball when in the clear. Unlike Loz, Badge or Big Mal.

For us: ‘Oh No!’ rhymes with? Lets © that and put it in the ‘educational’ material.[[30]](#endnote-30)

If Midas had asked for a train, the gods would have delivered this.

In Sydney, ‘Oh-No! ©’ may negate all potential routes for faster (or high-speed) rail into the CBD.

Across the harbour. Through the CBD. By tiny tunnels? A mischievous alignment? Who knows? Can’t wait for the inevitable Special Commission of Inquiry to look at this.[[31]](#endnote-31)

And lo, ‘Oh-No! ©’ may also have designed-out most routes into the central metropolitan area. Business interests warned – as early as 2012 – about this.

How about the following fast trains: Newcastle-Hornsby? Canberra-Campbelltown? Orange-Penrith? None to the CBD. None to Parramatta. None to the airports. Because as Commonwealth and State officials told us in writing, twice: single and double-deck trains cannot share tracks. Let’s hear the scuttlebutt about this.[[32]](#endnote-32)

And if the Western Sydney ‘dud deal’ goes ahead, faster rail from the southwest or through Badgerys Creek airport would also be gone. Gold?

### McNaughton rule

It is always good for we the public to get perspective from other than colonial rough-trade. To hear from a Britspert – while Britain continues to exist.[[33]](#endnote-33)

Hence to the $4.6m study man - distinguished Professor Andrew HSR-2 McNaughton: again, welcome to the shores of Botany Bay! And to our down-under panto of Magic Train.[[34]](#endnote-34)

Prof: be aware the Cap’n Cooks to your Arthur Phillip didn’t always please HM’s Colonial Gumment.

For example, in 2008, the Sydney Morning Herald told of a ‘*buried*’ report from a *‘world-leading’* expert who came out for a cap’n’s at a metro rail plan. Said report ‘*demolishes*’ the proposal for a north-west metro as a *‘*[*disaster*](#_top)’. A proposal much – the Telegraph said uncannily – like ‘Oh-No! ©’.

In 2012, international experts had another butcher’s and suggested a very different approach to metro than ‘Oh-No! ©’. They also repudiated Government claims about capacity etc. A repudiation about which all and sundry have done their best to forget - their best being quite good enough.[[35]](#endnote-35)

Were these warnings properly heeded we might have avoided the ‘Oh-No! ©’ problems now facing NSW. And a Magic Train might not have been just a panto stunt by electoral desperadoes.

Let’s hope the distinguished professor brings a well measured rule to the mess. That he proves to be as independent but more effective than his illustrious predecessors in telling NSW about what to do.

If not, our modern-day Midas’ might contemplate relying more on M’Naghten (not a typo) when it comes to Commission of Inquiry time. Speaking of which……

## Judge Jimmy

Real cases. Real people. Judge Jimmy. Serious folk should skip this and go to the Jade Beagle ‘when the hare-brained beats the otiose’ (almost forthcoming).

Others read on.

### Ahoy hairbrains!

Public inquiry seen from the fo’c’sle sir! To wit: former NSW Opposition Leader proposing a [judicial inquiry](#_top) into WestConnex and Sydney Light Rail. The new Opposition Leader wants [public inquiries into major infrastructure proposals.](#_top)[[36]](#endnote-36)

The NSW Transport Minister reportedly called this a ‘hairbrained idea’ as projects are supposedly already subject to independent oversight. Spelling erros later. His other errors first.[[37]](#endnote-37)

His Government’s projects – road, rail, light rail, stadiums - are contentious to say the least. Official information is contradictory. Many stated reasons are irrational. Reasonable options overlooked. Expert advice [ignored](#_top). The public not told about pivotal matters.[[38]](#endnote-38)

### Birds of omen

Arrrrr but there be independent o’sight already lads? Nay! Parlay first:

Whether public infrastructure projects go ahead should be decided by elected Governments.

Accountability for such decisions requires Parliament to be openly informed in an authoritative and timely manner of: motivations, effects and costs. Among the reasons: costs and consequences of projects may be hidden until they are irreversible and / or are unable to be considered by the electorate. The issues at stake go beyond money – even the north of the $50billion involved in NSW.

Advisers such as Infrastructure Australia summarise their view of whether some projects are birds of good or ill omen. When asked by State Governments. Only some proposals not all. Only some omens, not all. Summaries only. Their considerations are not public. They do not call submissions, take evidence or examine witnesses. Reliance on untested information from (Government) proponents means their assessments are not relevantly independent.[[39]](#endnote-39)

Assessments of critical NSW projects have not answered THE questions. Have they even tried? Some - Infrastructure Australia’s treatment of Westconnex and Metro – are laughable.[[40]](#endnote-40)

The result: birds unknown. Some suspiciously like dead albatrosses aboard the ship of State. Vultures overhead. Confidence headed for the scuppers. Demonstrated by NSW Parliament holding its own inquiries into [Light Rail](#_top), [WestConnex](#_top) and the [port privatisations](#_top). [[41]](#endnote-41)

Hence the Minister is wrong.

### Mutiny!

A mutiny to redeem the NSW situation where birds of bad omen fill the skies?

No. Proper law-n-order here please. A start is public inquiries into current projects to establish: motives, effects and costs.

Such inquiries need information from a variety of sources. They need Parliamentary type powers. They should be independent from project proponents, call evidence, test claims and issue draft reports for public comment. There should be consequences – the brig? - for those who mislead or conceal information.

### Admiralty jurisdiction

The WestConnex inquiry report might indicate that Parliamentary inquiry was not tough enough. More on that later.[[42]](#endnote-42)

But judicial inquiries? Usually a step too far.

Except for Metro about which there should be suspicions. Its history is curious and aspects of it and its assessment are inexplicable. Yet it escaped the Opposition’s attention.

Given the infrastructure picnic underway there is a good case for similar processes - public inquiries - in other States. One stand out candidate is Melbourne’s mooted $100bn [rail loop](#_top). Another is road etc. lobby influences on transport policy and decisions.[[43]](#endnote-43)

When Commonwealth support is sought, its Parliament should satisfy itself a public inquiry has been undertaken. If one has not been undertaken, the Senate should initiate one.

### Neither hair nor otiose

What of the independent advisers – Infrastructure Australia, Infrastructure NSW etc. who Governments imply [presently deal with the issue](#_top)?

They might help Parliamentary inquiries and plans. To do so they need to be more open and less reliant on Government sources of information. To do that they should be reformed into standard statutory authorities rather than corporate entities. The Commonwealth’s Productivity Commission or the NSW Independent Pricing and Regulatory Tribunal are models.

The NSW Transport Minister might consider such ideas to be ‘hairbrained’. So what?

It is much more important for the public to know whether his projects are ‘hare-brained’ – impatient, ill-considered reactions with tremendous adverse consequences.

Proper, independent and public consideration is neither hair-brained nor otiose.

## Aplomb-shell

Capping-off the picnic in Paradise are two reports confirming the known.

Sydney Morning Herald Wednesday Monday 10, 2018: ‘*Growth surge makes network fragile*’. That being the Sydney Train rail network.[[44]](#endnote-44)

Said the Minister:

‘*our focus was to provide more capacity during the peak to key areas where it was needed most’*.

He was referring only to the 2017 timetable change. Avoiding the bolt that would have struck if he mentioned his ‘*amazing light*’ – ‘Oh-No! ©’ - which is adding capacity where not needed and probably decreasing it where capacity is needed. Quite apart from wrecking the existing network.

His comment guilty too of a sin of omission. If his Government had spent a fraction of the Metro bill on either improving Sydney Trains network, or putting a rapid transit system in the right place, such network fragility – to be with us as far as the eye can see – would now be over.

Later in the day came an aplomb-shell. The Australian Competition and Consumer Commission commenced litigation against NSW Ports for what it claims are anti-competitive, illegal restrictions on Newcastle port re a container terminal – a cap on container movements beyond which it would effectively pay its competitors a penalty via the NSW Government.[[45]](#endnote-45)

Yet another triumph for NSW and national freight policy both of which, with assiduous negligence, looked the other way when confronted with this policy SPAD. Shame on all involved.[[46]](#endnote-46)

The restriction on Newcastle originated from the State Government during the port privatisations. You might recall the current Premier being ‘*careful*’ not to tell Parliament of its existence.[[47]](#endnote-47)

Credit to the Newcastle Herald for not believing anything the Government said, Mr Cameron for keeping on the issue, and to Newcastle Port and its management for advancing plans for a terminal. While claims of cutting 750,000 truck movements in Sydney might be a little hard to credit, no doubt it would make a difference to inner-Sydney traffic and the future of Newcastle.

The inner-Sydney truck movement issue reared its ugly head soon after - reports of a tragic accident of a B-double running into a bus stop in inner Sydney. A one-off, for the moment.

Another event of shame for the freight policy club – not just their anti-competition chapter - but those who zealously ignored public policy principles and the implied need for dedicated inner city freight routes.[[48]](#endnote-48)

The Competition Commission Chair reportedly said the Newcastle case may take a couple of years to resolve. Nonetheless one can imagine a scramble in NSW – and elsewhere – to ascertain whether other privatisation / PPP ‘arrangements’ may also attract the attention of the authorities.

Even Mr Ross Gittins AM in the SMH has been moved to condemn the arrangements.[[49]](#endnote-49)

The Premier offered with aplomb: ‘*we stand by those decisions*’ (to impose the restrictions) and ‘*are looking forward to the outcome*’.[[50]](#endnote-50)

Which to you sounds odd – until you recall the story about a Government lending $0.5bn to a party related to a $1bn (or so) lawsuit against it. Then it sounds just right.

And other NSW Government comments? This picnic edition, like previous episodes, demonstrates some of its members are a bit hard to follow. Is there any point listening? Except to the Deputy Premier. Whose public position is (again) diametrically opposed to the Premier. He is backing a Newcastle container terminal. Page 3 said we’d hear from him again.[[51]](#endnote-51)

## Picnic

That’s just a sample from the picnic hamper:

* highway to hell;
* panto – boo the migrants, cheer the Magic Train;
* Midas touch NSW style;
* M’Naghten - insanity the defence;
* fear, loathing, spelling mistakes – anything to avoid public disclosure;
* more shame for freight policy;
* Deputy continues to contradict the Premier.

All their own work. And ours? Public inquiries please to slow down the idiocy.

Time to conclude our little pome:

***The queue outside the Treasury***

***No, they’re not seeking any loan***

***They lobby quite incessantly***

***Facetime and on the phone***

***Beneath the leaves where nobody reads***

***In thousand-page subs of partisan pleas***

***Infrastructure seeks an election picnic***

***Picnic time for big projects***

***Efficiency and small stuff taken out of play***

***Here comes a great big strategy***

***And this time high-speed rail must be on the way***

***Your taxes are spent on the feast***

***With plenty ’o snouts and trotters in the cash***

***You may call ‘outcomes’ white elephants but pols really know***

***Along with burn will come a mighty slash.***

***They may be all white elephants, a terrible waste of dough***

***But the club had a wonderful bash.***

**All the best for Xmas and the New Year.**

20 December 2018

1. Daily Telegraph, October 22, 2018. Page 3. [↑](#endnote-ref-1)
2. <https://www.2gb.com/its-a-stuff-up-spanish-company-behind-botched-light-rail-awarded-new-government-contract/> [↑](#endnote-ref-2)
3. <https://www.dailytelegraph.com.au/how-mp-andrew-constance-saved-his-daughter-zara-in-crash/news-story/c551dcc78f06a8e3f3370ea8712b40fa?sv=3b36f25f2500df413bbf0bda9ed53e1f> [↑](#endnote-ref-3)
4. Author: Mr Maurice Newman AC. <https://www.thejadebeagle.com/infrastructure-paradise---little-turtle.html>. [↑](#endnote-ref-4)
5. <https://www.smh.com.au/politics/nsw/you-won-t-get-a-single-cent-labor-stands-firm-on-stadium-cash-20181126-p50ien.html> [↑](#endnote-ref-5)
6. <https://www.2gb.com/breathtaking-ignorance-scg-trust-member-alan-jones-responds-to-labors-no-stadium-plan/> [↑](#endnote-ref-6)
7. <https://www.foxsports.com.au/nrl/nrl-premiership/todd-greenberg-threatens-to-take-nrl-grand-final-interstate-if-labor-abandons-stadium-rebuild/news-story/777c2758e0f2c81cb3fde070aaa345ff?nk=805ed289565d8d1c80d9403def6a8113-1544855026> [↑](#endnote-ref-7)
8. <http://www.eraofthebiff.com/memorable-matches-from-the-biff-era/1973_grand_final-_manly_-v-_cronulla_-_toughest_gf_of_them_all> [↑](#endnote-ref-8)
9. <https://www.news.com.au/sport/nrl/channel-9-takes-unprecedented-step-of-calling-out/news-story/fb10e6da93122c5ee7e831ca7318c0fc> The cricket is on Channel 7. [↑](#endnote-ref-9)
10. Chair: <https://www.smh.com.au/sport/if-you-think-the-hue-and-cry-about-stadiums-is-over-think-again-20181207-p50kwd.html>.

    He should have said ‘Buckley’s’ in homage to long term rugby league administrator Bill Buckley OBE boss of the Australian Rugby league for years and sporting hall of fame member inducted in 1989. Buckley was also a long term SCG Trustee. <https://www.sahof.org.au/hall-of-fame/member-profile/?memberID=260&memberType=general>

    <https://www.smh.com.au/national/nsw/state-election-allianz-stadium-sfs-demolition-20181205-p50kch.html> [↑](#endnote-ref-10)
11. <https://thenewdaily.com.au/entertainment/tv/2013/12/27/analogue-tv-moments-graham-kennedy-banned/>

    <https://www.smh.com.au/politics/nsw/i-will-not-be-bullied-daley-holds-firm-on-stadiums-policy-20181202-p50jpa.html> [↑](#endnote-ref-11)
12. <https://www.youtube.com/watch?v=l482T0yNkeo> [↑](#endnote-ref-12)
13. Britspert = British expert.

    <https://www.nsw.gov.au/improving-nsw/projects-and-initiatives/a-fast-rail-future-for-nsw/>

    <https://www.abc.net.au/news/2018-12-04/fast-rail-given-green-light-by-berejiklian-without-commonwealth/10580658> [↑](#endnote-ref-13)
14. Fabrications include:

    ‘Read expert advice’ directs the reader to the credentials of an expert adviser. At present there apparently is no expert advice :<https://static.nsw.gov.au/Fast-rail/1543351718/Expert-advice-on-fast-rail.pdf>

    The south-Goulburn crawler?: Travel time for high speed rail Sydney-Goulburn (around 180km) is the same as Goulburn-Canberra (around 90km), implying half-high-speed rail on the latter

    Faster rail Goulburn-Canberra is ludicrously slow; still well over one hour, compared with an hour and a half on antique tracks today.

    The Nowra flier? Travel time for high speed rail Sydney-Wollongong (around 80km) is the same as Goulburn-Canberra (see above) yet beyond Wollongong – on the route to Nowra – its travel time is halved, meaning its speed is doubled (quadrupled when compared with ‘faster rail’ between Wollongong and Nowra. [↑](#endnote-ref-14)
15. Daily Telegraph, 5 December 2018.

    Annual traducement being some of the ‘Bradfield oration’ such as the 2017 vision for ‘three cities’ (divided by transport systems), the opposite to what Bradfield sought. And while ‘visionaries’ might meet and consider the oration provides an opportunity to reflect on Bradfield’s legacy, <https://sydney.edu.au/news-opinion/news/2017/10/25/sydney-visionaries-celebrate-the-legacy-of-john-bradfield.html> nothing is said about undoing that legacy by rail tunnels far smaller than Bradfield wanted that may preclude effective access from much of the metropolitan area to the city. [↑](#endnote-ref-15)
16. John Laws, 4 December 2018. [↑](#endnote-ref-16)
17. The Australian, 4 December 2018. [↑](#endnote-ref-17)
18. <https://www.thejadebeagle.com/rail-gun---the-hamilton-dawdler.html>

    Current ‘business case’: <https://infrastructure.gov.au/rail/trains/faster_rail/index.aspx> [↑](#endnote-ref-18)
19. <https://www.sbs.com.au/news/labor-renews-push-for-high-speed-rail-link>

    <https://www.smh.com.au/national/nsw/faster-rail-services-on-the-agenda-for-state-and-federal-elections-20181203-p50jvk.html> [↑](#endnote-ref-19)
20. <https://www.thejadebeagle.com/high-speed-rail---a-note.html>

    <https://www.thejadebeagle.com/high-speed-rail---where-to.html>

    <https://www.thejadebeagle.com/higher-speed-rail-why-newcastle.html> [↑](#endnote-ref-20)
21. <http://worldstories.org.uk/stories/dick-whittington-and-his-cat/>

    <https://dictionary.cambridge.org/dictionary/english/leave-it-out>

    <https://www.youtube.com/watch?v=AaZZY7CCK1A> [↑](#endnote-ref-21)
22. <https://www.tripsavvy.com/panto-season-1661668> [↑](#endnote-ref-22)
23. As smoke comes out your ears, as you prepare to blast the beagle consider the following table.

    |  |  |  |  |
    | --- | --- | --- | --- |
    | **City/Region** | **Population 000** | **Distance to State capital km** | **‘Density’** |
    | Central Coast  Newcastle & Lake Macquarie | 325  525 | 75  160 | 4.3  3.5 |
    | Wollongong  Nowra | 300  35 | 80  160 | 3.8  0.2 |
    | Geelong | 190 | 75 | 2.6 |
    | Canberra  Bowral area  Goulburn | 410  40  23 | 270  140  190 | 1.5  0.3  0.1 |
    | Ballarat | 100 | 110 | 0.9 |
    | Bendigo | 100 | 150 | 0.6 |
    | Bathurst & Orange | 75 | 230 | 0.3 |

    [↑](#endnote-ref-23)
24. <https://www.imdb.com/title/tt0105695/characters/nm0000432> [↑](#endnote-ref-24)
25. <https://en.wikipedia.org/wiki/Sea_Cliff_Bridge> [↑](#endnote-ref-25)
26. <https://mysydneycbd.nsw.gov.au/sites/default/files/user-files/uploads/rail-future-web.pdf> [↑](#endnote-ref-26)
27. <https://www.thejadebeagle.com/the-dog-that-didnt-bark.html> [↑](#endnote-ref-27)
28. Sh.tfingers, forthcoming. [↑](#endnote-ref-28)
29. See note xvii (above). [↑](#endnote-ref-29)
30. Readers of the jade beagle’s *toucheth not the monorail* series will recall ‘educational’ material produced for school students by, and extolling the virtues of, Metro. [↑](#endnote-ref-30)
31. <https://www.thejadebeagle.com/dogs-breakfast-for-all.html> [↑](#endnote-ref-31)
32. <https://www.thejadebeagle.com/western-sydney-rail-response.html> [↑](#endnote-ref-32)
33. An exaggeration. Britain, the island might, continue, but the UK? <https://www.bbc.com/news/uk-scotland-scotland-politics-45779663> [↑](#endnote-ref-33)
34. <https://www.transport.nsw.gov.au/news-and-events/media-releases/fast-rail-network-to-transform-australia> [↑](#endnote-ref-34)
35. See note xxxi (above). [↑](#endnote-ref-35)
36. <https://www.nswlabor.org.au/judicial_inquiry_into_westconnex_and_the_sydney_light_rail>

    <https://www.centralwesterndaily.com.au/story/5764083/no-inquiries-needed-for-projects-nsw-govt/?cs=9397> [↑](#endnote-ref-36)
37. see note xxxvi (above). [↑](#endnote-ref-37)
38. See, for example: note xxxi (above) and <https://www.thejadebeagle.com/new-in-paradise.html>

    <https://www.thejadebeagle.com/sydney-2-exhibit-2-toucheth-not-the-monorail.html> etc. [↑](#endnote-ref-38)
39. Relevantly independent being independent from potential beneficiaries; see: <https://www.thejadebeagle.com/governance.html> [↑](#endnote-ref-39)
40. <https://www.thejadebeagle.com/wonderland-glory-and-evaluation.html>

    <https://www.thejadebeagle.com/earth-to-canberra-2.html> [↑](#endnote-ref-40)
41. <https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2492>

    <https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2497>

    <https://www.parliament.nsw.gov.au/committees/inquiries/Pages/inquiry-details.aspx?pk=2516> [↑](#endnote-ref-41)
42. *The impact of the WestConnex Project*, Legislative Council Public Accountability Committee December 17, 2018. To be reviewed by the beagle later. [↑](#endnote-ref-42)
43. <https://www.theguardian.com/australia-news/2018/aug/28/massive-melbourne-suburban-train-loop-pledged-by-victorian-government> [↑](#endnote-ref-43)
44. Sydney Morning Herald, 10 December 2018. [↑](#endnote-ref-44)
45. <https://www.accc.gov.au/media-release/accc-takes-action-against-nsw-ports> [↑](#endnote-ref-45)
46. SPAD: signal passed at danger, railway terminology for a train passing a red light. Can cause a train wreck.

    Even more farcical than the studious neglect of the issue is the introduction to the NSW freight policy – *NSW Freight and Ports Plan 2018-2023 A call to action for government*… <https://www.transport.nsw.gov.au/projects/strategy/nsw-freight-and-ports-plan>. A call for inaction or to hide re the Newcastle restriction might be more accurate.

    With the Newcastle litigation underway, the ‘plan’ can be considered to have lasted all of two months. It took a fundamentally mistaken view of the role of government – which it contradicted on p.48, didn’t mention the Government’s restriction among the ‘constraints’ on Newcastle port diversification, strangely highlighted a cruise terminal – irrelevant unless passengers are freight on legs, said a diverted line from Fassifern will remove most of the freight trains from the urban area – which it won’t even remotely do e.g. coal, and said in its attempted response to public comments in support of a Newcastle container terminal:

    *‘The NSW Government policy position is that Port Kembla has been identified as the location for the development of a future container terminal to augment capacity of Port Botany when required. Current arrangements do not prohibit the development of a container terminal at the Port of Newcastle but rather allow for the growth of container volumes through Newcastle that service the region.’*

    Let’s hope NSW has something better to offer the court when it is called to give evidence.

    Onto the Commonwealth / Ministerial Council; their ‘experts’ report into supply chain priorities failed to mention Newcastle or the port restriction. <https://infrastructure.gov.au/transport/freight/freight-supply-chain-priorities/files/Inquiry_Report.pdf>.

    This is not for want of it being drawn to their attention in theory and practice e.g. <https://www.thejadebeagle.com/freight-and-logistics.html>.

    The Commonwealth’s amazing approach to freight inspired the beagle to produce the Chainsaw series e.g. <https://johnmenadue.com/john-austen-australian-freight-policy-where-is-my-chainsaw-part2/> and more direct calls <https://johnmenadue.com/john-austen-newcastle-port-restriction-action-not-words-please/>.

    That the ACCC has felt the need to litigate to deal with a lay down misere freight policy issue not mentioned by officials is an indictment on the ‘efforts’ of all involved in ‘national’ freight policy. [↑](#endnote-ref-46)
47. <https://johnmenadue.com/john-menadue-newcastle-port-another-botched-privatisation-a-repost-from-5-september-2016/> [↑](#endnote-ref-47)
48. <https://www.smh.com.au/national/nsw/multiple-people-injured-after-major-truck-crash-in-sydney-20181212-p50lo5.html> [↑](#endnote-ref-48)
49. <https://www.smh.com.au/national/the-experts-told-us-not-to-worry-20181211-p50lgs.html> [↑](#endnote-ref-49)
50. <https://www.abc.net.au/news/2018-12-11/accc-launches-legal-challenge-over-kembla-and-newcastle-ports/10604288> [↑](#endnote-ref-50)
51. <https://www.smh.com.au/national/nsw/barilaro-publicly-backs-newcastle-container-terminal-despite-policies-20181021-p50azf.html> [↑](#endnote-ref-51)