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Online Submission

Mar 23 (22 days ago)

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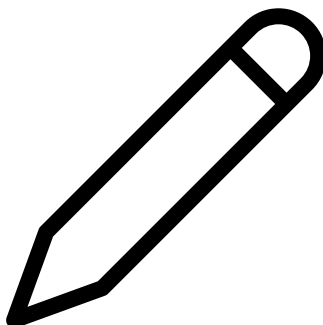
To:

As the news now comes that the cyclical ocean absorbing hiatus of global temperatures not exceeding the hottest year, to date, before 2015, now the hottest, 1998, has passed, though global temperature has not been below the long term average for almost 40 years, then the failure of the draft to deal with climate change and the at-risk-coal mining industry, let alone specific measures, is as grim as the outlook on climate and weather, especially as the declining softening effect of oceans is now about another 20 years off.

Starkly inconsistent with this bedrock starting position, to do with climate change and the threatened economic base, to do with the clouds over the future of coal mining, is the failure to make use of the nation's superno trunk intercity rail corridor, CBD-CBD, Newcastle-Sydney, as a national wealth generating asset, as fastest services average an impossibly low 65kph. For gridlocked Greater Sydney, expected to have a million more people in 10 years, the Central Coast, and the Hunter, is the most populous region of Australia; Sydney is the nation's wealth generator; Newcastle, the most efficient and Australian destination in the country, coming right to the coast, in fact, the NSW recreational one, at a highly functional station, at its hub, of the abundant natural and built, with working port backdrop, a matter of local, state and national wealth generation, represent the infrastructure / basis for enormous economic activity, of high turnover, short visits.

This strongly ticks all 21st century policy boxes.

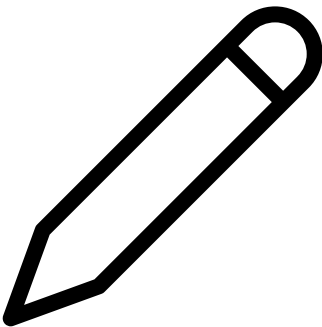
You will know international experience means CBDs and downtown trains go hand in hand. This applies to installation of today's new railway lines for high speed "aircraft-on-wheels" trains, but in this case it is about up to date fast metropolitan train services.



Email Details

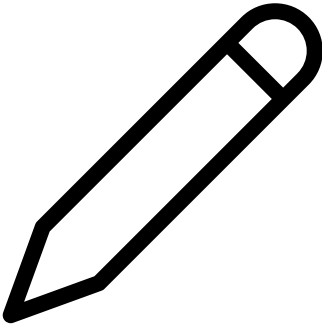
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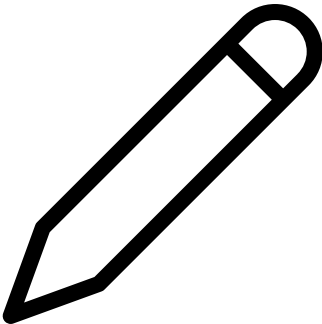
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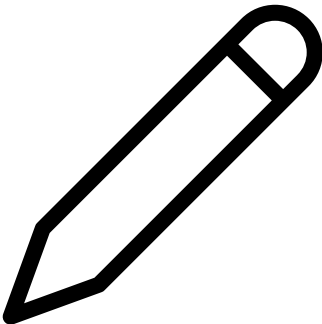
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