



**Government
of South Australia**

**Office of the
Minister for Infrastructure
and Transport**

**Minister for Energy and
Mining**

Level 14, 83 Pirie Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

Tel 08 7133 1100

minister.koutsantonis@sa.gov.au

23MIT8900

Mrs Ashton Hurn MP
Member for Schubert
schubert@parliament.sa.gov.au

Dear Mrs Hurn

APPLICATION UNDER THE *FREEDOM OF INFORMATION ACT 1991*

I refer to your application made under the *Freedom of Information Act 1991* (the Act), dated 19 July 2023.

Your application seeks access to:

“A copy of all documents (including but not limited to hard copy or electronic briefings, minutes, reports, emails, letters (including draft versions), meeting agendas, diary entries and any other correspondence) relating to the Barossa Wine Train, the Barossa Wine Train Feasibility Study, and the Barossa Tourist Train Task Force, between 21/03/2022 and 19/07/2023.”

The purpose of this letter is to advise you of my determination. An extensive search was conducted within this office. A total of 8 documents were identified as answering the terms of your application.

I grant you access in full to 1 document; a copy of which is enclosed.
I grant you access in part to 6 documents; copies of which are enclosed.
I refuse you access in full to 1 document.

Documents Released in Full

8

Documents Released in Part

Documents 1, 3 and 4 are released in part as it contains the name of a constituent within the Ramsay electorate and if released would involve the unreasonable disclosure of personal information. I therefore determine this information exempt pursuant to clause 6 to the FOI Act.

Document 5 is a briefing prepared by the Department for Infrastructure and Transport (the Department). Out of scope information has been redacted which doesn't pertain to the scope of your FOI request.

Document 6 is a briefing prepared by the Department for Infrastructure and Transport (the Department) in relation to the feasibility of the Barossa Valley Tourist Train.

Costs associated with consideration of the feasibility study have been redacted, as release of the proposed budget could compromise the Department's commercial position

in any contract variation/extension. Names of the independent contractors who have been procured to undertake the necessary work to inform consideration of the feasibility study have also been redacted pursuant to clause 7(1)(c). I therefore determine this information exempt pursuant to clause 7(1)(c) to the act.

Document 6 is also an internal working document prepared by the Department. It is not in the public interest to disclose the contents of these documents as it is important for the government to receive frank and comprehensive advice and opinions. Whilst there is a strong public interest in government accountability and transparency, there is the competing public interest to ensure that full and frank advice can occur in confidence. It is necessary that the Minister is appropriately informed and updated on such matters. I therefore determine this information exempt pursuant to clause 9(1)(a)(i).

Documents 5, 6 and 7 contain mobile numbers which have been redacted from the documents pursuant to clause 6(1).

Documents Refused in Full

Document 2 is an email from a member of the general public. This person did not give consent to releasing their email, and therefore I determine this exempt pursuant to clause 6.

Exemptions

Clause 6 – Documents affecting personal affairs

- (1) A document is an exempt document if it contains matter the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

Clause 7– Documents affecting business affairs

- (1) A document is an exempt document—
 - (a) if it contains matter the disclosure of which would disclose trade secrets of any agency or any other person; or
 - (b) if it contains matter—
 - (i) consisting of information (other than trade secrets) that has a commercial value to any agency or any other person; and
 - (ii) the disclosure of which—
 - (A) could reasonably be expected to destroy or diminish the commercial value of the information; and
 - (B) would, on balance, be contrary to the public interest; or
 - (c) if it contains matter—
 - (i) consisting of information (other than trade secrets or information referred to in paragraph (b)) concerning the business, professional, commercial or financial affairs of any agency or any other person; and
 - (ii) the disclosure of which—

- (A) could reasonably be expected to have an adverse effect on those affairs or to prejudice the future supply of such information to the Government or to an agency; and
- (B) would, on balance, be contrary to the public interest.

Clause 9 — Internal working documents

- (1) A document is an exempt document if it contains matter—
 - (a) that relates to—
 - (i) any opinion, advice or recommendation that has been obtained, prepared or recorded; or
 - (ii) any consultation or deliberation that has taken place, in the course of, or for the purpose of, the decision-making functions of the Government, a Minister or an agency; and
 - (b) the disclosure of which would, on balance, be contrary to the public interest.

Please note, in compliance with Premier and Cabinet Circular PC045 - *Disclosure Logs for Non-Personal Information Released through Freedom of Information* (PC045), details of your FOI application, and the documents to which you are given access, will be published in the agency's disclosure log. A copy of PC045 can be found at the following address: <https://dpc.sa.gov.au/resources-and-publications/premier-and-cabinet-circulars>. Please visit the website for further information.

No fees and charges are payable for this application.

If you are unhappy with this determination you are entitled to apply for an internal review, in accordance with section 29 of the FOI Act. To make an internal review application, please either write a letter or complete *Application for Review of Determination* form, to the Principal Officer of this agency, the Hon Tom Koutsantonis MP, within 30 (calendar) days after you receive this letter.

If you require any further information, please contact Vicky Cathro on (08) 7133 1100.

Yours sincerely



Carly McNeill
Accredited FOI Officer

28/8/2023

OFFICIAL
Schedule of Documents

23MIT8900 - Hurn - Barosa Wine Train

Doc. No.	Date	Description of Document	# of pages	Determination Recommendation	Exemption Clause	Reason
1	28/06/2022	Email trail	3	Released in part	6(1) - Unreasonable disclosure of personal affairs	
2	15/08/2022	Email	1	Refused in full	6(1) - Unreasonable disclosure of personal affairs	
3	23/08/2022	Briefing	2	Released in part	6(1) - Unreasonable disclosure of personal affairs	
4	29/08/2022	Letter	1	Released in part	6(1) - Unreasonable disclosure of personal affairs	
5	18/01/2023	Briefing	4	Released in part	6(1) - Unreasonable disclosure of personal affairs	Out of scope information redacted
6	2/03/2023	Briefing	10	Released in part	6(1) - Unreasonable disclosure of personal affairs	
					7(1)(c)(i)(ii)(A)(B) - Contains information concerning the business, professional, commercial or financial affairs of any agency or person & contrary to public interest	

Schedule of Documents

Doc. No.	Date	Description of Document	# of pages	Determination Recommendation	Exemption Clause	Reason
7	13/04/2023	Letter	1	Released in part	9(1)(a)(i) - Contains matter relating to opinion, advice or recommendation prepared for decision-making of the Government, a Minister or an agency & contrary to public interest	
8	30/05/2023	Email	1	Released in full	6(1) - Unreasonable disclosure of personal affairs	

RELEASE

DIT:Minister Koutsantonis

From: Gary Field <allimarchande@gmail.com>
Sent: Tuesday, 30 May 2023 7:45 PM
To: DIT:Minister Koutsantonis
Subject: 23MIT7944 - Rail

Categories: Printed

You don't often get email from allimarchande@gmail.com. [Learn why this is important](#)

Minister for Transport and Infrastructure
Hon. Tom Koutsantonis MP
Minister,

In March 2023 I was advised by email from Hon. Tony Piccolo MP, that the Malinauskus Government as part of an election promise, to conduct a task force regarding the Barossa Tourist Train. If the task force has not begun I would like to be included in that task force, however I believe that concentrating on the Barossa Tourist Train is heading in the wrong direction.

As a former key committee member of SATAG I played a crucial role in the Mt Barker Rail Proposal and that much of the policy adapted by SATAG was a result of my suggestions.

I was also successful in approaching Consultant Luigi Rossi to bring the Talgo variable gauge train to Adelaide as a test trial.

I also wrote a review to SATAG why the Rapid Bus proposal would be a failure and cause more problems than it was to solve.

As a result of my review the policy has now been accepted by SATAG, Consultant Luigi Rossi and the Hon Dan Cregan MP.

My Plan for the Barossa is more widespread containing a PPP venture, a private rail company involving scheduled passenger / tourist services, a separate Barossa Wine Train (all part of the private train company) and community involvement to form a Community Cooperative.

Kind Regards
Gary Field
Regional Rail Advisor and Advocate
m. 0402377486
e. allimarchande@gmail.com
a. 17 Lucretia Way. Hallett Cove. 5158

RELEASE IN PART

DIT:Minister Koutsantonis

From: DPC:Office of Minister Bettison
Sent: Tuesday, 28 June 2022 4:02 PM
To: DPC:Office of Minister Bettison; DIT:Minister Koutsantonis; Knapp, Evan (DIT)
Cc: Miller, Daisy (DPC)
Subject: 22MIT1206: 22TMA0305 - COR220117 - **Clause 6 (1) - Personal Affairs** Barossa Tourist Train
Attachments: FW: Tourist Train; FW: tourist train
Categories: Helen

OFFICIAL

Ref: 22TMA0305 and COR220117

Good afternoon,

I am just following up on the following request?

Many thanks,
Bianca

Office of the Hon Zoe Bettison MP

Minister for Tourism
Minister for Multicultural Affairs

200 Victoria Square (Tarntanyangga), ADELAIDE SA 5001
GPO Box 2343, ADELAIDE SA 5001
DX 56201

We acknowledge this land. The Dreaming is still living. From the past, in the present, into the future, forever.

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From: Marciano, Bianca (DPC) **On Behalf Of** DPC:Office of Minister Bettison
Sent: Tuesday, 7 June 2022 3:34 PM
To: DIT:Minister Koutsantonis <Minister.Koutsantonis@sa.gov.au>; Knapp, Evan (DIT) <Evan.Knapp@sa.gov.au>
Cc: Miller, Daisy (DPC) <Daisy.Miller@sa.gov.au>
Subject: 22TMA0305 - COR220117 - **Clause 6 (1) - Personal Affairs** Barossa Tourist Train

OFFICIAL

Ref: 22TMA0305 and COR220117

Good Afternoon Evan,

As discussed with Adviser Daisy please see the attached correspondence from **Clause 6 (1) - Personal Affairs** regarding the Barossa Tourist Train.

Appreciate your advice on the following correspondence.

Kind regards,

Bianca

Office of the Hon Zoe Bettison MP

Minister for Tourism

Minister for Multicultural Affairs

200 Victoria Square (Tarntanyangga), ADELAIDE SA 5001

GPO Box 2343, ADELAIDE SA 5001

DX 56201

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DIT:Minister Koutsantonis

From: Ramsay EO <Ramsay@parliament.sa.gov.au>
Sent: Wednesday, 13 April 2022 11:42 AM
To: DPC:Office of Minister Bettison
Subject: FW: Tourist Train

Good morning,

Please find tourism correspondence for the Minister.

Kind regards,

Thomas Kauschke | Digital Communications & Research Officer
Office of Hon Zoe Bettison MP
2/40-42 Commercial Road, Salisbury SA 5108
P: (08) 8258 0480 E: ramsay@parliament.sa.gov.au



Hon Zoe Bettison MP

Member for Ramsay
Minister for Tourism
Minister for Multicultural Affairs

From: Clause 6 (1) - Personal Affairs
Sent: Tuesday, 5 April 2022 2:37 PM
To: Ramsay EO <Ramsay@parliament.sa.gov.au>
Subject: Tourist Train

Honorable Zoe Bettison. I have been campaigning for over the last 3years through our local papers, the Gawler Bunyip and The Leader to try and get some movement happening on the train track owned by "One Rail" to the Barossa Valley town of Tanunda. Clause 6 (1) - Personal Affairs has the wine trains ready to go at no cost to the taxpayer and running costs. The previous Liberal Government was defiant in their hatred for anything on tracks! The potential for tourism and local employment would be an absolute bonanza for the Valley and surrounding areas. It would help the youth of the area immensely. Even if the enterprenurs ran a steam train in the winter months, they would pack out the carriages an give tourists a great deal of joy and bring revenue to the Valley! Clause 6 (1) - Personal Affairs
Williamstown.

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OFFICIAL

2022/04880/01
KNet #18832251



Government of South Australia
Department for Infrastructure
and Transport

TO: MINISTER FOR INFRASTRUCTURE AND TRANSPORT
SUBJECT: 22MIT1206 – BAROSSA TOURIST TRAIN

Decision/Action required by: ROUTINE

Business Unit	Transport Network and Investment Strategy		
Prepared by	Mike Wilde Manager Transport Supply Chain Clause 6 (1) - Personal Affairs	MW..... <i>initial</i>	3/8/2022 <i>date</i>
Endorsed by	Andrew Excell Executive Director, Transport Planning and Program Development Clause 6 (1) - Personal Affairs	AE..... <i>initial</i>	19/8/2022 <i>date</i>
Approved by	Jon Whelan Chief Executive	 <i>initial</i>	23/8/22 <i>date</i>

RECOMMENDATION

It is recommended the Minister:

1. Consider the attached draft letter of response to the Hon Zoe Bettison MP, Minister for Tourism, regarding a Barossa Tourist Train.

Approved/Not Approved

.....
Hon Tom Koutsantonis MP
**MINISTER FOR INFRASTRUCTURE AND
TRANSPORT**
/ / 2022

Comment
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PURPOSE

- To respond to the correspondence from the Hon Zoe Bettison MP, Minister for Tourism, regarding a Barossa Tourist Train.

BACKGROUND

- On 7 June 2022, the Office of the Hon Zoe Bettison MP, Minister for Tourism, wrote to you on behalf of Clause 6 (1) - Personal Affairs of Williamstown, regarding a Barossa Tourist Train.
- Prior to the 2022 State election, the Labor Government committed to undertake an independent investigation into the viability of a Barossa Tourist Train.

KEY POINTS

- The Department for Infrastructure and Transport (the Department) is currently assessing resource requirements to support the investigation.
- Department officers recently met with the Hon Tony Piccolo MP, Member for Light, who established a Tourist Train Taskforce in late 2020, to gain insights from the taskforce process and discuss the objectives of the proposed investigation.
- It is expected that the investigation will commence in the last quarter of 2022.
- Based on the above timing, the investigation is expected to be completed by 30 June 2023.

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The Hon Tom Koutsantonis MP



Government of South Australia

22MIT1206

Minister for Infrastructure and Transport
Minister for Energy and Mining
Level 17, 25 Grenfell Street
Adelaide SA 5000
GPO Box 1533
Adelaide SA 5001
Tel 08 7133 1100
minister.koutsantonis@sa.gov.au

Hon Zoe Bettison MP
Minister for Tourism
GPO Box 2343
ADELAIDE SA 5001

ministerbettison@sa.gov.au

Dear Minister *Zoe,*

Thank you for your email on behalf of Clause 6 (1) - Personal Affairs about a Barossa Tourist Train.

As part of our election commitments, the state Labor Government committed to undertake an independent investigation into the viability of a Barossa Tourist Train as part of its election commitments.

Officers from the Department for Infrastructure and Transport (the Department) recently met with the Hon Tony Piccolo MP, Member for Light, who established a Tourist Train Taskforce in late 2020, to gain insights from the taskforce process and discuss the objectives of the proposed investigation.

The Department is now preparing the scope for the review. It is expected that the investigation will commence in late 2022, following confirmation of availability of suitable external resources to support the process. The investigation completion is targeted for 30 June 2023.

I trust this information is of assistance.

Yours sincerely

Tom Koutsantonis
Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

29 / 8 / 2022

OFFICIAL

2022/04880/01
KNet # 19539119



TO: MINISTER FOR INFRASTRUCTURE AND TRANSPORT
SUBJECT: 22MIT4345-fB286808 – GOVERNMENT’S POSITION ON TRANSPORT RELATED MATTERS

Decision/Action required by: ROUTINE

Business Unit	Transport Network and Investment Strategy		
Endorsed by	Dr Ana Glavinic A/Executive Director Transport Planning and Program Development Clause 6 (1) - Personal Affairs	AE..... <i>initial</i>	16/01/2023 <i>date</i>
Endorsed by	Simon Morony Executive Director Across Government Services Clause 6 (1) - Personal Affairs	SM..... <i>initial</i>	16/01/2023 <i>date</i>
Endorsed by	Scott White Executive Director South Australian Public Transport Authority 7133 2567	SW..... <i>initial</i>	16/01/2023 <i>date</i>
Approved by CE	Jon Whelan Chief Executive	 <i>initial</i>	18/1/23 <i>date</i>

RECOMMENDATION

It is recommended the Minister:

1. Consider the attached draft letter of response to Mr Clause 6 (1) - Personal Affairs on behalf of the Premier, Hon Peter Malinauskas MP, regarding the Government’s position on rail related transport matters.

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PURPOSE

- To respond to the correspondence from Mr **Clause 6 (1) - Personal Affairs** on behalf of the Premier, Hon Peter Malinauskas MP, regarding the Government's position on rail related transport matters.

BACKGROUND

- On 8 May 2022, Mr **Clause 6 (1) - Personal Affairs** wrote to the Premier, Hon Peter Malinauskas MP, regarding the State Government's position on a range of rail related transport issues.
- The correspondence has been referred to your office for a direct response on behalf of the Premier.

KEY POINTS

Out of Scope



Potential re-opening and use of the Barossa rail line

- As you are aware, the State Government committed to an independent study into the feasibility of a tourist train in the Barossa Valley. The Department is currently finalising a proposed delivery model for this work for your consideration with a target completion prior to 30 June 2023.
- The commitment resulted from work undertaken by the Member for Light, the Hon Tony Piccolo MP, in establishing a Barossa Tourist Train Taskforce (The Taskforce) in 2020, to inform an investigation into the establishment of a tourist train in the Barossa Valley.
- It is proposed that stakeholder engagement for the project will be undertaken through a Community Reference Group which will be based on the membership of the Taskforce and chaired by the Member for Light.

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Out of Scope



Out of Scope



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2022/10505/01
#19327051



Government of South Australia
Department for Infrastructure
and Transport

TO: MINISTER FOR INFRASTRUCTURE AND TRANSPORT
SUBJECT: BAROSSA VALLEY TOURIST TRAIN FEASIBILITY

Decision/Action required by: Routine

Business Unit	Transport Strategy and Planning		
Prepared by	Mike Wilde Manager Transport Supply Chain Clause 6 (1) - Personal Affairs	MW	28/02/2023
Executive Director	Andrew Excell	AE	28/02/2023
Approved	Jon Whelan Chief Executive		02/03/2023

RECOMMENDATION

It is recommended the Minister:

1. Approve the approach outlined in this briefing.

Approved/Not Approved

2. Consider and approve the attached draft letter to the Member for Light.

Approved/Not Approved

.....

Hon Tom Koutsantonis MP
MINISTER FOR INFRASTRUCTURE AND
TRANSPORT
17/4/2023

Comment

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PURPOSE

- To recommend a proposed approach and seek approval to commence delivery of the election commitment to assess the feasibility of a Barossa Tourist Train.

BACKGROUND

- In December 2020, the Hon Tony Piccolo MP, Member for Light, convened the Barossa Tourist Train Taskforce (BTTT) to examine the possible benefits for the Barossa and Gawler region for a tourist train in the Barossa Valley.
- In October 2021, the Hon Tony Piccolo Member for Light, released a key issues matrix developed by the BTTT.
- The Labor Government made an election commitment to establish a special taskforce comprising leaders from Barossa tourism, business, and community sectors to investigate the feasibility of a tourist wine train in the Barossa Valley
- The Department for Infrastructure and Transport (the Department) has considered the key issues matrix identified by the BTTT, the history of the Barossa rail corridor's use, previous tourist train operations and the outcome of the 2019 request for Expression of Interest in the future use of the rail corridor.
- While there has been strong advocacy and a level of community support for a tourist train for almost two decades, the issue has not been assessed in any real detail, particularly in regard to long term costs associated with the rail corridor or rollingstock operation.
- The Department had anticipated that the 2019 request for Expression of Interest (EOI) in the future use of the rail corridor would clarify this issue, however, no submissions provided any confidence in this regard. After forming the view that any future operation would require Government support, the EOI process was abandoned.

KEY POINTS

Resourcing

- Given the lack of existing information on costs, service options, delivery models, demand and benefits it is proposed to undertake a staged approach to determining the feasibility of the proposed service. This will inform consideration of commitment of further resources to deliver a level of assessment, which would inform consideration of funding by public or private sector entities.
- Following review of the election commitment and discussion with South Australia Tourism Commission (SATC), the Department has procured suitable independent contractors to undertake the necessary work to inform consideration of the feasibility of a tourist train in the Barossa Valley.
- The actual rail corridor and track infrastructure present the greatest single influence on long-term costs and operational performance. These elements are also a primary consideration in terms of rail and public safety.

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- The contractors will deliver two or three packages of work as below:

Package One

- [Redacted] Clause 7 (1) (c) - Business Affairs, Clause 9 Internal Working has been engaged to deliver package one, a high-level assessment of the rail infrastructure between Gawler Central and Penrice Junction to provide order of magnitude costs to return the corridor to a suitable operating standard and maintain it at that level.
- The initial inspection was undertaken on 14 February 2023, with [Redacted] Clause 7 (1) (c) - Business Affairs, Clause 9 Internal Working Documents
- Advice will be provided on a high-level asset management strategy with regard to maintaining the proposed level of service, with a specific focus on elements requiring major, future capital investment such as structures.
- Advice on platform infrastructure costs may also be required.

Package Two

- [Redacted] Clause 7 (1) (c) - Business Affairs, Clause 9 Internal Working has been engaged to deliver package two, a high-level assessment of operational requirements including indicative service plan, operation and maintenance strategy and rollingstock requirements/options.
- Advice will be provided on estimated fixed and variable operating costs and consolidated with input from packages one (and three if required) to develop an indicative budget.
- Provision of a report which consolidates inputs from packages one and two and the SATC into a report for consideration by the BTTT.

Package Three

- In parallel with packages one and two the SATC will undertake a reasonably basic 'contribution to expenditure' assessment.
- There will be a hold point following completion of packages one and two to determine the merit in proceeding to more detailed assessment. Collaboration with the provider of package three and/or the SATC will be required with regard to the development of the service plan and rollingstock requirements.
- If required, package three will assess the viability of a tourist train from a tourism market perspective.
- A suitable contractor will be engaged to provide an assessment of tourism demand for the experience, cost structure including burden of rail infrastructure to be borne by the operation, capability of the rail operator, experience in tourism marketing and distribution, among other things.
- Further work by the contractors engaged to deliver packages one or two may be required during this stage to support package three, or further refine operational scenarios, infrastructure issues and cost assessment.

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Governance and Stakeholder Engagement

- Following consideration of options, it is proposed that the most effective model to deliver the commitment is through the provision of required resources to the BTTT to allow the provision of a considered position to you.
- Allocation of Departmental resources would be managed through normal business protocols between yourself and the Chief Executive of the Department.
- Under this model the contractors would provide a consolidated report to the BTTT for review at the completion of the initial assessments of packages one and two.
- It is recommended that Executives from the Department and the SATC attend BTTT meetings on an ex-officio basis to provide clarity on contractor scope, process and findings.
- The SATC would provide statistical data and research to assist in likely demand levels by tourists.
- Minutes would be recorded for all BTTT meetings and requests for specific actions or resourcing would be submitted to you via the minutes.

FINANCIAL AND PROCUREMENT SUMMARY

- The cost could be up to **Clause 7 (1)
(c) - Business** for which the Department would fund out of the Department's budget.
- A copy of the reverse brief provided to the contractors for packages one and two is attached (Attachment 1).
- Likely cost for packages one and two to the hold point is in the order of **Clause 7 (1)
(c) - Business**.

COMMUNICATIONS STRATEGY

- A Community Reference Group (CRG) is considered to be the most appropriate forum to provide advice in response to the proposed investigations, and it is recommended that the BTTT, or a CRG, largely formed around the BTTT is best placed to provide this function.
- The BTTT has been established and accepted by the community as the conduit to investigation of the feasibility of a Barossa Tourist Train Service. Any material change to the structure of this group would be perceived as an attempt to influence outcomes.
- "Comms at a Glance" have been drafted for the project, a copy is attached for your information. (Attachment 2)

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CONSULTATION

- The existing BTTF membership includes the following:
 - Mayor Bim Lange OAM, Barossa Council.
 - Mayor Karen Redman, Town of Gawler.
 - Bob Sampson OAM, Executive Officer, National Railway Museum.
 - Rolf Binder, Chair, Regional Development Australia, Barossa, Gawler, Light, Adelaide Plains Inc.
 - Ivan Venning, Immediate Past Chair, Regional Development Australia, Barossa, Gawler, Light, Adelaide Plains Inc. and Former Member for Schubert.
 - Rod Hook, Chateau Tanunda Representative.
 - Marie-Louise Lees, Southern Barossa Alliance.
 - Sharyn Bobridge, Southern Barossa Business Group.
 - Peter Joy, Chair, Barossa Grape and Wine Association.
 - Jon Durdin, Chair, Tourism Barossa.

- Note that Tourism Barossa is now Barossa Australia. The SATC recommend that Mr Ben Patten, Head of Destination and Visitor Engagement would be a suitable nominee in the event that Mr Durdin is no longer available.
- The Member for Light may be aware that the Barossa Wine Train has been sold for conversion to train crew accommodation. As a result, it is suggested that there may no longer be a requirement for Chateau Tanunda representation.
- A draft letter to the Member for Light is attached for your consideration. (Attachment 3)

ATTACHMENTS

- Attachment 1: Barossa Valley Tourist Train Feasibility – Contractor brief
- Attachment 2: Barossa Valley Tourist Train Feasibility – Comms at a Glance
- Attachment 3: Draft letter to the Member for Light

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Attachment 1 Barossa Valley Tourist Train Feasibility – Contractor brief

Further to discussions regarding potential support for the assessment of the feasibility of a tourist train to the Barossa Valley, The Department for Infrastructure and Transport (the Department) would appreciate you providing a reverse brief, any comments and a preliminary estimate on the cost to deliver the following scope for package one. I have included details of both packages and SA Tourism Commission activities for visibility and to allow you to understand interaction between elements.

The Department proposes to secure resources to deliver two or three packages of work from separate, suitably experienced contractors.

Package One

Provide a high-level assessment of the rail infrastructure between Gawler Central and Penrice Junction to provide order of magnitude costs to return the corridor to a suitable operating standard and maintain it at that level.

Advice should be provided on a high-level asset management strategy with regard to maintaining the proposed level of service, with a specific focus on elements requiring major, future capital investment such as structures.

Advice on platform infrastructure costs may also be required.

Collaboration with the provider of package two will be required with regard to alignment of infrastructure and operating standards.

Package Two

Provide high-level assessment of operational requirements including indicative service plan, operation and maintenance strategy and rollingstock requirements/options.

Advice should be provided on estimated fixed and variable operating costs and consolidated with input from package one and advice from the SATC, to develop an indicative budget and summary report on the feasibility of a tourist train in the Barossa.

The following information will be provided to contractors:

- The key issues matrix developed by the Barossa Tourist Train Taskforce.
- Information provided by proponents in response to the 2019 call for Expressions of Interest in the future use of the Barossa rail corridor.
- Recent submissions from interested parties.

In parallel with packages one and two the SATC will undertake a reasonably basic 'Contribution to Expenditure' assessment.

It is expected that there will be a hold point following completion of packages one and two to determine the merit in proceeding to more detailed assessment. Collaboration with the SATC will be required with regard to the development of the service plan and rollingstock requirements.

The Department will work with the SATC, initially to develop high level service offerings for consideration by the Taskforce.

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Conceptual service offerings are expected to reflect three broad options:

1. A service operating between key locations within the Barossa Valley.
2. A service operating from Gawler Central servicing key locations within the Barossa Valley.
3. A service operating from Adelaide Railway Station or an alternative location on the Gawler line to key locations within the Barossa Valley.

Packages one and two of the study should be completed by no later than 30 March 2023.

In the event that more detailed assessment is required, a third package of work will be procured to assess the viability of a tourist train from a tourism market perspective. This phase may require an extension of work under package one or two to refine operational scenarios, infrastructure issues and cost assessment.

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Comms at a Glance



Government of South Australia
Department for Infrastructure
and Transport

Barossa Valley Tourist Train Feasibility Study

Document approval record

Version	Knet #	Creator	Approver	Approval date	Comments
1	19524979	Stephanie Luyks	Nancy Emil	18/11/2022	
			Mike Wilde		

Purpose of this plan

The South Australia Government made an election commitment to assess the feasibility of a tourist wine train in the Barossa Valley. The feasibility study will include independent assessments as well as the engagement with the existing Barossa Tourist Train Taskforce (BTTT). This *Comms at a Glance* plan outlines how we will manage the BTTT as part of the feasibility study.

Project Description

The Department for Infrastructure and Transport (The Department) will engage contractors to undertake required feasibility study to assess the existing rail infrastructure and to provide costs to return the corridor to a suitable operating standard. The Department would also work with the South Australian Tourism Commission (SATC) to gain an understanding of customer demand, high level service offerings and revenue potential.

Clause 9 Internal Working Documents

Background

The Barossa rail line runs from Gawler Central to Penrice Junction and has been inactive since 2014. The rail infrastructure is owned by Aurizon Bulk Central (ABC) who lease the rail corridor from the Minister for Infrastructure and Transport. ABC can surrender the corridor under the lease which also provides capacity for the State to acquire the infrastructure.

The previous Barossa Wine Train operated in a period when a base freight task in the order of 600 000 tonnes per annum was being conveyed on the corridor and is understood to have carried circa 20 000 passengers annually. Operations ceased as a result of a requirement to cover the full cost of insurance premiums associated with passenger operations and the Barossa Wine Train was sold to a local business. The train was recently sold to a rail operator for conversion to crew coaches.

The Barossa line is in one of the States premium wine regions and in close proximity to residential development and primary production activity. The corridor includes structures, drainage and vegetation which require ongoing maintenance in addition to core rail infrastructure elements.

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Level crossing protection will be required to be maintained to a level that is appropriate to the assessed risk and compliant with relevant legislative and State policy positions. There are no existing rollingstock stabling or maintenance facilities on the Barossa corridor, a sustainable rollingstock maintenance strategy will need to be identified.

The rail corridor was severed north of Tanunda in 2019 to facilitate development of a roundabout at Kroemer's crossing and a buffer stop was installed at Murray Street, Gawler as part of the Gawler Rail Electrification Project. The Department has committed to fund reinstatement of the corridor at these locations if there is demand for the rail line to extend beyond Gawler.

Key Objectives

Key objectives of the engagement to:

- ensure an open and transparent process has been undertaken to assess the feasibility of a tourist train in the Barossa;
- ensure the CRG represents a broad range of community interests and views specific to the project;
- present available information and the outcomes of technical studies to the CRG to assist them to form and provide their views; and
- allow the members of the CRG to present their views and make recommendations to Government on the next steps for the tourist wine train based on through examination of the feasibility reports.

Engagement approach

A targeted engagement approach is proposed to include the establishment of the CRG with members from the Barossa Tourist Train Taskforce to be chaired by the Member for Light, The Hon Tony Piccolo MP.

The existing BTTF membership includes the following:

- Mayor Bim Lange OAM, Barossa Council.
- Mayor Karen Redman, Town of Gawler.
- Bob Sampson OAM, Executive Officer, National Railway Museum.
- Rolf Binder, Chair, Regional Development Australia, Barossa, Gawler, Light, Adelaide Plains Inc.
- Ivan Venning, Immediate Past Chair, Regional Development Australia, Barossa, Gawler, Light, Adelaide Plains Inc. and Former Member for Schubert.
- Rod Hook, Chateau Tanunda Representative and former Chief Executive, Department for Infrastructure and Transport, Government of South Australia.
- Marie-Louise Lees, Southern Barossa Alliance.
- Sharyn Bobridge, Southern Barossa Business Group.
- Peter Joy, Chair, Barossa Grape and Wine Association.
- Jon Durdin, Chair, Tourism Barossa.

Clause 9 Internal Working Documents

It is proposed that the Department and SATC have representatives as observers and to provide information when required.

Phases of engagement

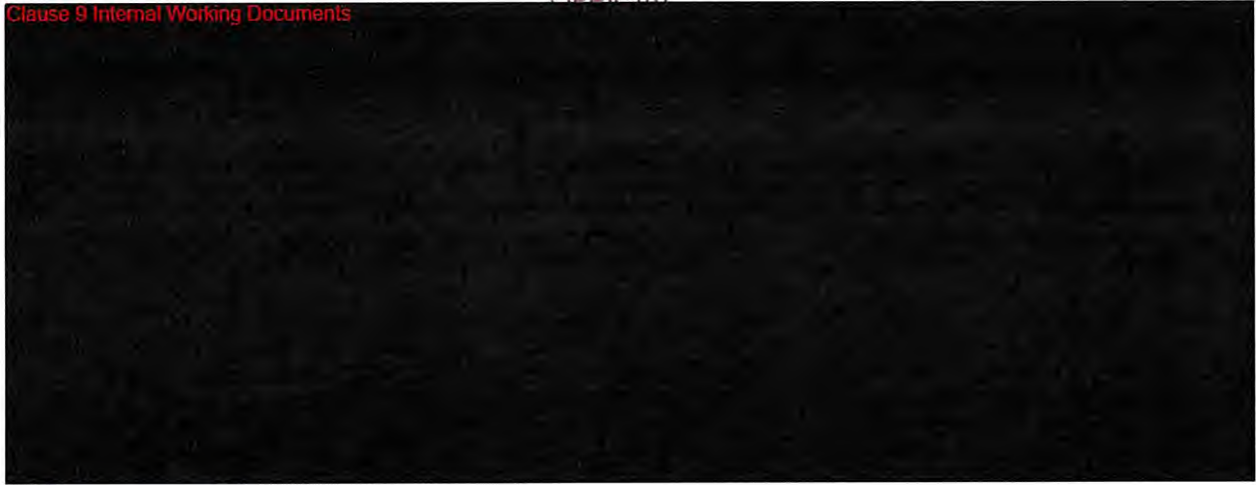
It is proposed the BTTF is convened early in the scoping stages of the feasibility study to ensure endorsement and buy-in into the process. Three key phases are proposed.

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Key messages

- The purpose of the project is to understand the feasibility of a tourist train in the Barossa.
- This study will be done in consultation with the Barossa Tourist Train Taskforce which will be reconvened to review and provide feedback throughout the project.
- The BTTT will make recommendations to Government on the outcomes of the feasibility and any next steps to be investigated.

Action plan

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The Hon Tom Koutsantonis MP



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23MIT6330

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Dear Mr Piccolo *Tony,*

Further to the Malinauskas Government's election commitment to undertake an independent assessment of the feasibility of a tourist train in the Barossa Valley, I am pleased to advise that the Department for Infrastructure and Transport (The Department) have provided me with advice on the matter.

As a result, two contractors have been engaged to support the process and a Governance/communications model proposed, which will ensure the necessary level of investigation and independence is brought to the process.

The Department has recommended that the Barossa Tourist Train Taskforce forms the nucleus of this model, and I would appreciate your support in continuing to lead this process.

If you are supportive, please liaise with Mr Andrew Excell, Executive Director, Transport Strategy and Planning, to progress the matter. Mr Excell can be contacted by email at andrew.excell@sa.gov.au or via telephone on Clause 6 (1) - Personal Affairs

Yours sincerely

Tom Koutsantonis
Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

13, 4/2023