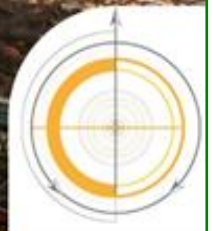


RAIL FUTURES INSTITUTE INC

# ANNUAL REPORT

**2019 - 2020**



**RAIL FUTURES  
INSTITUTE INC.**



# The Rail Futures Institute Inc & Objectives

The Rail Futures Institute Inc (RFI) was registered on 25<sup>th</sup> August 2013, in compliance with the Associations Incorporation Reform Regulations 2012, Victoria - # A0059839B, and registered by the Australian Charities and Not for Profits Commission on 28<sup>th</sup> August 2013, ABN - 77 808 559 618

## The Objectives of Rail Futures Institute Inc are -

1. Undertake public interest advocacy for adoption of cost-effective rail and intermodal solutions to transport problems.
2. Research, publish and disseminate information concerning public transport and freight issues.
3. Advocate triple bottom line solutions for transport issues.
4. Conduct conferences, seminars and forums on transport issues.
5. Co-operate with other organizations which also share these aims.

## Office Holders 2019 / 2020

( As from the Annual General Meeting, Friday 25 October 2019 )

**President** - John Hearsch (elected at the 2018 AGM for a 2 year term to the 2020 AGM)

**Secretary** - David Hardy (elected for a 2 year term till the 2021 AGM)

**Treasurer** \*\* - Graeme Macmillan - (elected for a 2 year term till the 2021 AGM)

### Committee Members -

Peter Don (elected for a 2 year term till the 2021 AGM)

Jackie Fristacky AM (elected for a 2 year term till the 2021 AGM)

Max Michell (elected for a 2 year term till the 2021 AGM)

Michael Buxton (elected for a 1 year term till the 2020 AGM)

George Chomiak (elected for a 1 year term till the 2020 AGM)

Peter Tesdorpf (elected for a 1 year term till the 2020 AGM)

*\*\* As of 01/07/2020, Treasurer Graeme Macmillan stepped down from the RFI Executive as both Treasurer and also as a Committee member. The Committee co-opted member Peter Doughty to fill the role of Treasurer for the balance of the treasurers elected 2 year term till the AGM of 2021.*

## Contact Details:

**Enquiries:** Secretary - David Hardy **Mobile** – 0418 522 590 **e-mail:** [secretary@railfutures.org.au](mailto:secretary@railfutures.org.au)

**All correspondence to:** Secretary, Rail Futures Institute, Post Office Box 1257, Carlton VIC 3053

**Web site :** [www.railfutures.org.au](http://www.railfutures.org.au)

**e-mail:** [secretary@railfutures.org.au](mailto:secretary@railfutures.org.au)

# President's 2019/2020 Report

## Foreword

This report covers Rail Futures (RFI) activities for the reporting period of the financial year 2019/2020. Our activities were severely disrupted from early 2020 by the restrictions imposed on group meetings by the world-wide Covid-19 pandemic. Despite these inconveniences, I am pleased to report RFI has had another strong round of advocacy, research and participation. The Committee and members adapted quickly to the new communication methods and we were able to maintain our operations through on-line conferencing including Committee meetings and General meetings with guest speakers. Over 40 members have “attended” each virtual general meeting.

I would like to thank our Secretary David especially for his efforts in making all the Zoom meetings work effectively despite the technical limitations involved, including the unreliability of Internet connections. Hopefully, the recent announcements of vaccines to defeat the Covid virus will mean we can return to our in-person meetings at the Royal Historical Society of Victoria sometime in the second half of calendar year 2021.

## Highlights of the Year

- Release of the final complete **Melbourne Rail Plan 2020 – 2050 report (MRP)** in September 2019, providing a comprehensive blueprint for public transport development for a city growing towards 8 million people in the next 30 years. The MRP complements our **InterCity** report published in 2016 promoting fast rail to “shrink the distance” between Melbourne and Victorian regional centres
- **Successful advocacy** for public transport initiatives involving rail, tram and other medium capacity transit opportunities with governments and key stakeholders
- **Continued investment in rail infrastructure** announced by the government acknowledging the importance of rail transport to Melbourne and regional communities
- Promoting **rail freight**, especially for the proposed Melbourne terminal locations for the Brisbane – Melbourne Inland Rail project
- Providing continuous **expert technical advice to newspapers, television and social media** plus the regular **RFI News Post** featuring articles supporting RFI objectives and maintenance of our web page at **www.railfutures.org.au**.
- Settling into our new “home” at the Royal Historical Society of Victoria for conducting meetings and other **RFI member activities**
- Conducting a most successful **Member's round trip excursion** in October 2019 to Geelong, Lal Lal Falls and Ballarat by train and road coach, and our **Annual Christmas December** function at the Royal Society of Victoria, in December 2019 where member Garry Glazebrook spoke on the New Third Age of Rail
- **Transitioning** quickly from March 2020 to conducting all our membership and advocacy meetings by Zoom as a consequence of restrictions imposed by the Covid-19 worldwide pandemic.
- Growing our membership to almost **120** and establishing a sound financial position to support our on-going advocacy efforts especially with two major RFI Strategy documents to be released in the 2021/22 year.

## Our Objectives and Strategy

RFI is an entirely self-funded voluntary research and advocacy organisation. We undertake a wide range of activities designed to inform decision makers and all stakeholders on the urgent need to develop our existing rail assets and provide new assets for the benefit of present and future generations.

Our scope covers public passenger transport, commercial freight and their interaction with town and regional planning. We actively promote the economic, social, environmental and cultural benefits of using rail-based transport to move people and goods efficiently and in an environmentally sustainable manner. By anticipating future needs, we

use targeted, non-partisan advocacy to recommend practical solutions for transport systems with the aim of reducing motor vehicle dependency and improving inter-connectivity of people and places.

RFI seeks to influence public policy through publishing technical papers and brochures advocating practical rail-based transport applications linked with land use planning and population changes. This provides a broad context for our proposals which at this stage have involved rail transport in the State of Victoria. We also plan to expand our brief to include rail passenger connections to the Riverina, and interstate passenger links including future high speed rail.

### **Our Advocacy Efforts in 2019/2020**

RFI, now in its seventh year, has achieved a reputation as an influential and respected rail industry advocacy resource providing leading ideas for the resurgence of rail transport in all forms. Notable advocacy achievements have been:

- On-going support for the Melbourne Metro tunnel project (MM1) due for completion in 2025, highlighting impacts such as the opportunity to re-configure the existing City Loop so as to enable an additional 36 trains per peak hour to be routed direct from North Melbourne to Richmond via Southern Cross & Flinders Street.
- Activation of a specialist working group headed by Peter Don to revise *InterCity – How Regional Rail can balance population growth and create a state of cities in Victoria*, a comprehensive plan for regional rail passenger development in Victoria (originally released 2016)
- Establishment of Freight Strategy Team headed up by Max Michell to prepare a *Rail Futures Rail Freight Strategy* for Victorian rail freight.
- Emphasising the importance of an integrated solution for a world class Airport rail link, whilst enhancing future rail services to the western suburbs and enhanced faster regional services to the South West, West and Northern regions. There were no announcements from Government's as at June 30, 2020
- Working with Local Governments for enhanced rail solutions across all five regional corridors
- Extensive work with Brimbank, Melton, Moorabool and Wyndham councils in relation to advocacy for future proofing infrastructure to handle the projected future passenger tasks in the West
- Finalization and publication of the *Melbourne Rail Plan 2020 – 2050 (MRP)*, a comprehensive plan for rail, tram and medium capacity transit in Greater Melbourne to 2050 and beyond.
- A first ever public presentation of our Melbourne Rail Plan to an audience in excess of 100 at the Docklands Library in February 2020, as part of the Sustainable Living Festival.
- A detailed State Budget submission to the State Treasurer and relevant Ministers.
- A submission to State Government as to post-Covid transport projects focussed on creating immediate employment through increased service frequencies and smaller capital works projects.
- Submissions to Infrastructure Victoria, Victorian Planning Authority and other bodies
- Regular briefings for Ministers, other political parties, Local Government, Committees for various areas and many other political stakeholders on the need for urgent investment in key rail projects
- A recommendation against proposed extension of the Melbourne CBD Free Tram Zone (FTZ)
- Commenced development of a medium and longer term strategy to improve the financial performance and patronage of the Melbourne – Adelaide daylight train – “The Overland”
- Proposed next steps in gauge standardization of the regional network
- Proposed re-activation of the dormant key rail freight link between Inglewood and Eaglehawk

Our advocacy work has been detailed and extensive, involving many Zoom meetings and consultations with most local government organisations in Victoria as well as regional development committees such as G21 Geelong, Committee for Gippsland, Committee for Ballarat, Committee for Melbourne, City of Melbourne and many others.

## Our 2019 – 20 Advocacy Program

The current year was marked by the publication of the full *Melbourne Rail Plan 2020 - 2050* (MRP) report in September 2019. The final release represented the culmination of a 2-year intensive effort by the MRP Team led by Peter Don with assistance from the RMIT University School of Global Urban and Social Studies. The report sees fulfillment of a project first launched in concept by Virginia Trioli at the Royal Society of Victoria in September 2018. The MRP provides, for the first time, a comprehensive and complete blueprint of how public transport could be developed over the next 30 years for a Melbourne population which is expected to reach 8 million people by 2050. (Further details on page 5.)

The current government is delivering strong investment in rail projects, particularly with their crucial decision to proceed with the Melbourne Metro 1 Project (MM1) currently under construction with an estimated completion date in 2025. This will provide new stations in the centre of the City and also allow linking of the Sunbury line with the Dandenong line, freeing up valuable capacity on the City Loop as well as allowing increased frequency of trains on this and other lines.

The government also announced a proposed Suburban Rail Loop (SRL) that would follow roughly the circumference of Melbourne and link some major employment centres. Our alternative proposals in the MRP create a grid public transport network, including an orbital configuration which would follow much the same route but rely more on medium capacity transit (MCT) solutions. We also advocate, at a lower cost than the SRL proposed by government, additional heavy rail stations, extension of electrification, several new light rail routes, tram extensions, smarter use of buses and emerging technologies such as trackless trams. We consider such an MCT network would provide more flexibility and access across Melbourne for medium load travel while costing far less than the expensive tunnelling the SRL would involve. Our advocacy will continue to promote the MCT and other aspects of the Melbourne Rail Plan to government.

The task ahead for RFI is to continue our policy development and advocacy to assist decision makers make the best choices for Melbourne's public transport future. Some key planning decisions awaiting outcomes of business plans are:

- A detailed delivery timetable for the Western Rail Plan to ease overcrowding and reduce travel times to Geelong, Ballarat and Bendigo
- Electrification to Melton on the Ballarat line, and Wyndham Vale on the Geelong line
- Selecting the best location for interstate rail freight terminals, especially for the Melbourne – Brisbane Inland Rail link now under construction, for expected completion in 2028
- Selecting the next generation of technologies for future rolling stock – for example, tunnel ready bi-modal trains and/or hydrogen powered regional trains
- Accelerated action towards compliance with disability access needs across all public transport.

Our advocacy activities have included many meetings with Ministers, Opposition and other political party leaders, Local Government, Regional Councils, community groups and presentations at conferences and seminars. Each presentation has been tailored to the local audience involving preparation of a detailed Power Point presentation and/or a list of key points for discussion. This is time consuming work but essential in terms of delivering key messages. Thanks to our Committee members who have contributed so much time and effort on a voluntary basis to achieving our advocacy objectives to date. Finally, to our valued increasing membership in terms of their support and input / review of our advocacy efforts.

## **The Covid-19 Pandemic and its impact on Public Transport**

The main story since early 2020 has been the effect of the Covid-19 pandemic on the community and its likely longer term impacts on public transport utilization, town and spatial planning, population growth and employment patterns. While the immediate effects have shown to be limiting the carrying capacity of public transport demand because of social distancing requirements, travel restrictions and people working from home, we believe it is important to continue our emphasis on planning for the future. As the pandemic recedes to a more normal situation it is speculated that travellers will initially prefer to use motor vehicles in preference to public transport, however past experience shows that our roads have insufficient capacity to keep traffic moving efficiently and eventually public transport will need to carry an increasing percentage of Melbourne and regional passengers. While population growth estimates may need to be revised for both Melbourne and regional centres, we see this as more a matter of timing, rather than a major re-evaluation of growth targets. Australia will remain a popular country for immigrants because of economic and social stability including the country's most recent success in managing the COVID pandemic. We therefore consider our work to assist in the planning public rail transport for a better future to be even more relevant.

## **Membership and Media Communications**

Our membership has grown to around 120 including several interstate and overseas members. General meetings are now attended by around 50 members with relevant and informative Guest Speakers. Our members have played an important role in promoting RFI's ideas and spreading the message to the communities they are involved in, while providing valuable input to the development of RFI publications. I especially want to thank those members who contributed so intelligently to the MRP drafts and assisted the MRP team in their work. We will continue to rely on member contributions in the next phase of our advocacy, especially in the revision of *Inter City* and the development of our detailed *Rail Freight Strategy*.

Regrettably the Covid-19 pandemic will not allow us to hold either our traditional Christmas social function in December 2020 or at the Royal Society of Victoria, or our annual excursion at this stage.

RFI communications have continued to be enhanced through our social media involvement led by Max Berry, our Media Manager, and the website maintenance by 100 Men on Mars and Andrew Cover of CAN Design Communication Graphics. Their expertise has contributed to our advocacy success, and the ongoing development of a common Rail Futures identity and branding across all publications and platforms.

## **Production of the Melbourne Rail Plan (MRP)**

We are most appreciative of the wonderful effort of the team that achieved the final publication of the MRP report in September 2019. Led by Peter Don, and involving Peter Tesdorpf, David Hardy, David Stosser, Jackie Fristacky, Michael Buxton and myself with Ian Woodcock from Swinburne University and including reviews and inputs from many members, the team achieved their targets and produced a highly professional and complex document. The process took place over more than two years, and involved countless long hours of discussion, research and review and many iterations of the document - all on a dedicated voluntary basis. We are already in the early stages of modifying / enhancing the MRP taking account of recent and ongoing changes to the Melbourne train and tram networks. A launch seminar for all Melbourne local governments was held in September 2019 where local councillors were briefed on the key points of the MRP and its relevance and importance to their constituents. The MRP can be downloaded from our website. The MRP is a landmark strategy document providing a blueprint for transforming Melbourne's public transport system, from a largely radial network to a revolutionary new grid network. However, it is only the start of the task of influencing governments in their decision making. Critical investment decisions are being made now that will have profound long-term consequences for rail travel by Melbourne and regional communities. Therefore, we will continue pursuing our advocacy across all interested stakeholders to promote the key concepts contained in the MRP.

Decisions being made now regarding the future of Melbourne's public transport system will have an impact for decades ahead in terms of capacity, reliability, efficiency and environmental sustainability.

A further key feature of the MRP is the separate section devoted entirely to the Melbourne tram system which has long been the forgotten "hidden jewel" of Melbourne's public transport. Trams carry nearly as many annual person journeys as the suburban heavy rail system, and we recommend investing in revising routes, making strategic extensions and urgently upgrading the tram fleet to achieve immediate productivity gains. Strategic investment in the tram network would deliver immediate benefits to the community by providing for the transport needs of denser populations in the inner and middle suburbs and an expanding CBD.

### **RFI Committee**

The RFI committee has again undertaken responsibility for conducting the affairs of the association in a highly professional manner. Organising and promoting RFI meetings, events and administering the group's affairs is an arduous and relentless role that has been undertaken by our new Secretary David Hardy and new Treasurer Peter Doughty. Other Committee members have contributed countless hours in organising special events, presenting at key meetings to promote RFI ideas and attending Committee meetings to coordinate our activities. I thank them all for their contributions during 2019/2020.

Of 11 Committee meetings 7 were held at the RHSV and 4 by Zoom. Of 6 General Meetings, 1 was held at the RSV, 3 at the RHSV and the other 2 by Zoom – still with Guest Speakers making PowerPoint presentations from remote locations including Interstate.

During the year, our inaugural Secretary Bill Russell retired after 6 years of faithful service. Bill has played an important role in the success of RFI, having been the secretary, the writer, publisher and layout expert of numerous publications setting out RFI's policies in many formats, organiser of the annual excursion and most importantly being a constant advocate for RFI's policies. I thank Bill for his wonderful contribution and continued on-going counsel. Also, after 6 years of outstanding service Graeme Macmillan retired as Treasurer having served in that role since inception of RFI. Graeme continues to assist with member communications, and like Bill we value his ongoing counsel.

We welcomed David Hardy as Secretary taking over from Bill and proving very quickly to be a more than capable replacement. In his usual "can do" style David soon came to grips with organising the complex virtual meetings by Zoom with all the accompanying communication problems. David continues to be our Champion for the tram network, for which we have pitched to make a detailed presentation to an International CILTA Transport Forum in Melbourne in November 2021.

Member Peter Doughty was co-opted as Treasurer from 1<sup>st</sup> July 2020. Peter is a Chartered Accountant with a strong background in public service, audit practice and management consultancy. We welcome Peter to this key role where he has already initiated a number of initiatives to better manage the administrative demands of an ever-growing membership. George Chomiak was elected to the Committee at the 2018/19 Annual General Meeting. George has provided important administrative assistance to the Secretary, and also made valued contributions to the Inter City Passenger Strategy Team.

## RFI Working Groups

**Inter City Passenger Strategy** – led by Peter Don - Michel Buxton, George Chomiak, Garry Glazebrook, David Hardy, Syd Herron, Ross Lowrey, Tim Patton, Marianne Richards and Peter Tesdorpf.

The Intercity Group commenced its task in March 2020 based on preparation of two documents; the first will be a discussion paper on the key role railways can play in growing regional centres while the second will be a full revision of our *Inter City Strategy* (first published in 2016).

Initial efforts have focussed on the Discussion paper which will be a jointly funded effort between RFI and the Town and Country Planning Association (TCPA). Its aim being to stimulate enthusiasm, discussion and ideas from key stakeholders, including regional leaders, for developing regional rail services. The impact of the Covid pandemic on demographic changes and lifestyle choices is included in the Group's work.

Whilst focussing on Victoria's requirements, the Group recognises the connectivity between Victoria and neighbouring regions in both South Australia and the Riverina of NSW. Furthermore, it is recognised that if Australia is to follow many other countries in adopting higher speed rail, a national approach will be required. The challenge here ideally will be to balance immediate short term needs along with longer term State and National visions.

Victoria's regional passenger network has benefitted significantly from recent investments in both infrastructure and fleet over the last 20 years including the Regional Fast Rail Projects, Regional Rail Link and currently the Regional Rail Revival Projects in all mainline corridors. However, further transformational improvements will be required if passenger rail is to continue to be a significant driver and facilitator of both Victorian and National development. The groups two documents will contribute towards these outcomes with the initial discussion paper to be published in the second quarter of 2021, followed by the revised *Inter City Strategy* document later in 2021.

**Rail Freight Strategy** - led by Max Michell - Clyde Croft, Don Gibson, Ian Gray, David Hardy, Philip Laird, Frank Lander, Reid Mather, Bernard Shepherd, Peter Tesdorpf, Derek Walker and Robin Walpole.

During the year and despite the disruptions to normal meeting arrangements resulting from Covid-19, the Freight Strategy Group got up and running in April 2020. Initially it was to be a main group of around eight meeting face to face with additional interested people (notably some from inter-state) contributing from the sidelines. In the event, all meetings have been virtual meetings (on Zoom) with a regular 'attendance' of around ten participants – including contributors from Launceston, Wollongong, Wagga Wagga and regional Victoria at Charlton and Geelong. This greater depth of expertise has been invaluable in developing a workable and more particularly, actionable strategy for rail freight in Victoria. One of the particular issues that faces rail freight is industry fragmentation, with all the above rail operators being private 'for profit' companies, while the below rail (Infrastructure) operators are all (within Victoria) government owned entities. The ability to get actionable recommendations to improve the freight sector is somewhat compromised as a result.

'Raw' contributions to the strategy document so far amount to around 60 pages with at least another 50% yet to be compiled. Several standout issues have been identified – notably management of the rail freight Infrastructure, funding the rail freight infrastructure, fit for purpose infrastructure standards (touching on the 'sweat the asset' issue), lack of incentives for productivity, efficiency and innovation in the current incoherent rail freight industry, misdirection of national competition policy, sustainability, route capacity issues, broken gauges (Victoria now has all but two of the national breaks of gauge within its borders), terminals and sidings, and the lack of meaningful freight activity data by commodities and/or origin / destinations. Work has continued beyond 30/06/2020 with the objective of launching an RFI Freight Strategy document later in calendar year 2021.



## The Next Steps for RFI

The next phase of RFI activities will be most important. We need to actively monitor and provide input on Government plans for investment in rail assets and provide information where necessary to promote our ideas for a better public transport future. This will need the continued ongoing support and active participation of all members to spread our messages and inform the community of the choices before them.

We will continue to arrange advocacy meetings, particularly through regional and community groups who are critical stakeholders in achieving better rail transport outcomes for their constituents. We will continue to advise State and Federal Ministers on the long-term consequences of their decisions involving rail investments. We will continue to argue strongly for the economic, social and environmental benefits of rail-based transport. Key advocacy efforts in 2020/2021 will focus on the implications of announcements soon to be made in two key areas of the preferred solution for a Melbourne Airport railway, and the next steps in progressing the trouble plagued Murray Basin Rail Project.

**John Hearsch, President**

**31 July, 2020**



**See page – 9 for RFI Financial Report as approved by the RFI Committee for Financial Year 2019/2020**

**See page – 10 for supplementary information for year 2019/2020, and how to support our work.**

## RAIL FUTURES INSTITUTE INC - TREASURER'S REPORT AT 30 JUNE 2020

<b>RAIL FUTURES INC</b>							
<b>Statement of Income and Expenditure</b>							
<b>Period from 01 July 2019 to 30 June 2020</b>							
						\$	2018/19
<b>Opening NAB balance 01 July 2019</b>						<b>6,146</b>	<b>5632</b>
<b>INCOME</b>							
Subscriptions				7,630		6140	
Donations				5,725		7445	
Sale of papers				2,895		40	
Excursion Income				1,586		1260	
General meeting collection				700		500	
						<b>18,536</b>	<b>15385</b>
<b>LESS, EXPENDITURE</b>							
Bank fees				310		33	
Catering				1,002		2802	
Excursion Expense				1,140		771	
Postage and couriers				241		20	
Printing, graphic design & editing				7,678		9460	
Registrations				70		200	
Room hire				1,170		1350	
Stationery				279		75	
Web Page				1,145		160	
<b>TOTAL EXPENDITURE</b>						<b>13,034</b>	<b>14871</b>
<b>Balance at 30 June 2020</b>						<b>\$11,648</b>	<b>\$6,146</b>
<b>No of Financial Members</b>							
Ordinary				<b>85</b>	<b>78</b>		
Associate				<b>33</b>	<b>20</b>		
<b>TOTAL</b>				<b>118</b>	<b>98</b>		

**Accounting Policy Note** – The Rail Futures Institute is not deemed to be a reporting entity under the Australian accounting standards or other regulatory requirements. RFI adopts the Cash Basis of accounting due to the small number and value of transactions involved. There are no assets or liabilities of the Institute other than the bank balance disclosed representing total accumulated Member funds (net assets). Under the cash basis, revenue is recognised when funds are received and expenditure when payments made. The basis of accounting will be reviewed annually for continuing relevance to the reporting of the Institute's operations.

This financial statement is a fair presentation of the Institute's financial operations for the year ended 30<sup>th</sup> June 2020, and the financial position as at 30 June 2020.

**Graeme Macmillan, FCA Honorary Treasurer**

**30 June, 2020**

## **Rail Futures Institute Inc Publications - 2019 /2020 Year**

The following materials were published during the 2019/2020 year through the voluntary efforts of members. The purpose of the publications is to advance knowledge of the importance of investment in rail transport in the public interest. Most of these items can be accessed on the Institute's website at [www.railfutures.org.au](http://www.railfutures.org.au).

Victorian State Budget Submission - May 2020

Submissions to Infrastructure Victoria on the State's 30 Year Infrastructure Outlook

Submission to Infrastructure Victoria on Differential Fare Pricing

**The Melbourne Rail Plan 2020 - 2050 – Summary Edition – 16 pages stapled**

*Public Transport for a City of 8 million people – 160 page hard cover edition*

### **PRESENTATIONS TO MEMBERS :**

August 2019 (RHSV) City of Melbourne Transport Strategy – Richard Smithers

October 2019 (RHSV) Rail Infrastructure and Urban Design Issues – Mark Kelly

December 2019 (RSV) The Third Age of Rail – Garry Glazebrook

February 2020 (RHSV) Members Forum - Suburban Rail Loop v. RFI MCT Network

April 2020 (Audio) My Victorian Transport Reflections - Jim Betts

June 2020 (Zoom) Developing New Stations and their Precincts – Rob Mc Gauran

### **MEMBERS NEWSLETTERS :**

**Rail Futures News Post** - Four quarterly editions – Spring , Summer, Autumn, Winter

**Crossover** - Members News Updates - two editions - April and May 2020

### **RAIL FUTURES INSTITUTE MEMBERSHIP**

Join Rail Futures Institute Inc in supporting good public policy through ongoing investment in rail .

Apply for Rail Futures Institute Inc membership through our website at [www.railfutures.org.au](http://www.railfutures.org.au)

*Full membership gives full voting rights.*

*Associate membership does not have voting rights and is ONLY available to students, and full time retirees.*