**\*    Section 51(i) and Section 98 of the Australian Constitution behoove the Commonwealth Govt to enact legislation to 'Centralise' responsibility upon the most skilled Commonwealth Govt agency at evaluating *'what are and what are not cost-effective rail infrastructure projects'*, by legislating that the six States must submit (to the Productivity Commission in ample time prior to Financial Close) a Conforming Cost-Benefit Analysis for all proposed rail infrastructure projects with forecast *Capex* that exceeds $20,000,000**

**\*    For those rail infrastructure projects over $100,000,000 *Capex*,** **the Productivity Commission** **would, *at arm's length,* allocate a score out of 100 points on the pertinent Conforming Cost-Benefit Analysis based on the Nine Steps of Cost-Benefit Analysis**

**\*    In 2009 the Productivity Commission offered to perform the above two responsibilities *"to be a centre of excellence for cost–benefit analysis within the Australian Government"***

Centralise responsibility for evaluating State Govt’s Cost-Benefit Analysis to Productivity Commission that offered to perform that role in 2009