

To whom it may concern,

I would like to bring attention to a certain area of the inland rail route.

The route was always of the southern side of our local Millmerran-Inglewood road, just south of Millmerran. The maps provided showing where it was to be located near our area during all the public information sessions and mail correspondence as shown in figure 1. Therefore because the 2km study area never crossed my boundary, we did not receive any letters. A year later, we received a letter advising our place was affected and are welcome to come to the information sessions. I then made contact to the ARTC via phone speaking with Laura, asking if something had moved of which I was assured that nothing had moved. While looking at an interactive map online, I noticed that it had moved alignment (see figure 2). I then made contacted with Laura again from the ARTC and was once again assured that nothing had moved and told numerous times that 'We can-not move the 2km wide study area'.

My wife & I then had a meeting in person with Laura & Robert McNamara from the ARTC of which we showed them copies of the maps showing that the corridor had moved (Figure 3 & 4). They then admitted they moved it at the request of the Millmerran Power Station (Intergen).

In moving the alignment from one side of the road to the other, it crosses 3 extra local roads, impacts 3 more houses, impacts the town substation and requires the realignment of about 4 local power lines whilst also moving the rail line closer to Millmerran Township. Not to add that it would add millions of dollars to the cost of building it.

There would be very minimal to no impact having the rail line run along the original alignment/corridor. I have been an employee of the Millmerran coal mine for the past 16 years and know there is no viable coal under the original alignment due to quality and depth issues. My wife & I had a meeting with MOC (the owners of the Power Station) and they agreed that the design in figure 4 causes a lot more disruption to the community, but that they were chasing compensation for the coal lost under the original easement.

On the original line there is already an existing tree barricade that was planted to screen the coal mine and could very effectively screen the train from town too.

You will see the maps that I have mentioned attached below. If you have any questions, I'll be more than happy to show you exactly the difference of moving it from one side to the other makes.

Many thanks

Jim Stower



Figure 1



Figure 2

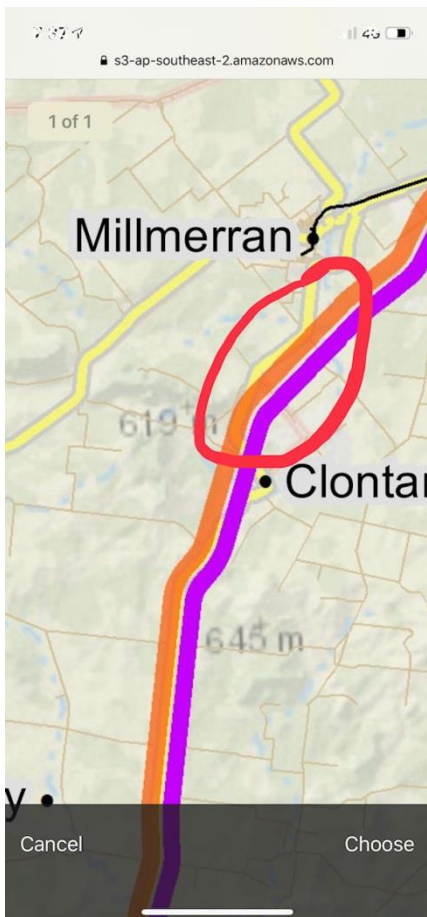


Figure 3

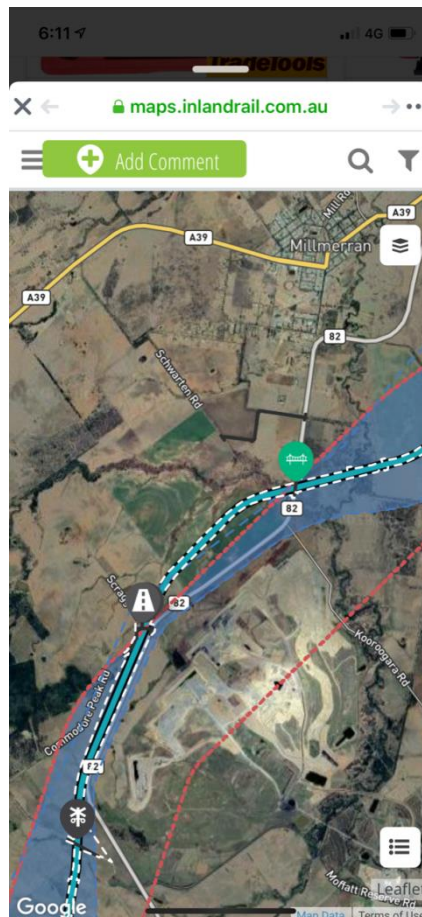


Figure 4