

Thank you to the Senators and the Senate Committee for this opportunity to provide evidence at the hearing into the management of the Inland Rail project by the Australian Rail Track Corporation.

My statement to the Senate Enquiry is a brief summary of my submission, number 35 in the submission list, which provides a viable alternative for the consideration of ARTC regarding the Inland Rail project to overcome objections from residents for the various sections of the Queensland component of the Inland Rail project including the QLD border to Gowrie, Gowrie to Kagaru and Kagaru to Acacia Ridge and Bromelton (K2ARB).

At the Millmerran Senate enquiry on the 29th Jan. 2020 and supported by Matt Burnett and others at the Senate enquiry Brisbane 30th Jan. 2020, the Senators would have heard on multiple occasions the desire of the communities within Queensland for an alternate route from the Qld border to Gowrie relocated to the west of the ARTC proposed route and for the Inland Rail not to carry on to Brisbane but continue to Gladstone.

This is important, **IT MAKES NO LOGICAL SENSE TO FREIGHT BRISBANE AND SOUTH EAST QUEENSLAND DESTINATION CONTAINERS PAST GOWRIE THROUGH TO GLADSTONE, HENCE THIS ALTERNATIVE PROPOSAL PROVIDES FOR A PURPOSE BUILT INTERMODAL TERMINAL AT DALBY FOR THE DISTRIBUTION OF BRISBANE FREIGHT BY ROAD AND THE WEST MORTON RAIL WITH PROVISION OF ALL COAL TRAINS AND EXPORT CONTAINERS NOW AND IN THE FUTURE PROCEEDING TO GLADSTONE PORT.**

Personal Involvement with Billion dollar Projects

I have been a member of the Inland Rail Action Group (IRAG) since the groups formation in 2017.

During my 50-year working life I have worked as a professional electrical engineer with major consultant groups including BHP Central Engineering, BHP Engineering, Aurecon and Hatch Consultants and with Electrical Contractors including Kilpatrick Green.

I have worked on many large multi-billion dollar projects over those years with many projects such as the development of Abbot Point Coal Port and future

expansions which have included a rail component and am very familiar with the privately funded project engineering and estimating stages involved in the planning process required for the successful implementation of multi discipline projects such as the Inland Rail project.

Unfortunately from my observations to date this Federally funded Inland Rail project as it is being managed and engineered by ARTC is being carried out in a manner quite different to the privately funded projects I am familiar with.

Background to Submission No. 35

The K2ARB Inland Rail section is unique to the Inland Rail project as section 13 in that it is the only section of the project which traverses two cities, Logan and Brisbane, with 50 thousand residents living in high density residential suburbs each side of the existing NSW/Qld East Coast rail corridor as proposed to be developed and utilised by ARTC and the Inland Rail.

It is correct to say that we are the forgotten 50,000!

Suzanne Corbett in her statement summarising her submission No. 41 has clearly identified community concerns of these residents living along the K2ARB rail route corridor that have been expressed to ARTC over three years. Suzanne has done this both as a member of IRAG and as a member of the K2ARB CCC committee.

Suzanne has on five formal occasions at meetings with IRAG and ARTC and with the K2ARB CCC meetings, ARTC have consistently refused to consider alternatives proposed by IRAG and the CCC committee members to ARTC proposed scope of work. These proposed alternatives have been submitted to ARTC in an attempt for them to reduce the huge impact of the Inland Rail on our communities. These alternatives have all been rejected or dismissed!

For example, a question proposed in writing to ARTC at a meeting with IRAG on 3 years ago on the 1st December 2017 and the ARTC response to this alternative proposed was:

[Q7 To ARTC from IRAG.](#)

[Has ARTC investigated Gladstone?](#)

ARTC response to IRAG question 7

The Federal Government has charged ARTC with constructing Inland Rail within the current alignment based on the 2015 Business Case produced by PWC. Investigations into alternative alignments are outside our remit and need to be discussed with DIRDC. (Department of Infrastructure, Transport, Cities and Regional Development).

This response by ARTC is consistent with written questions submitted by IRAG and ARTC responses at all of the five other meetings regarding alternatives for consideration.

I do acknowledge that the ARTC response ‘outside our remit’ may be a totally correct response with regard to the narrow confines imposed on ARTC by the relevant minister of the Federal Government.

An outcome of this enquiry that would be desirable to IRAG community residents and many others would be **‘FOR THE FEDERAL GOVERNMENT TO TAKE NOTE OF VIABLE ALTERNATIVES PROPOSED BY THE COMMUNITIES AND FOR ARTC TO BE INSTRUCTED TO CARRY OUT A FULL INVESTIGATION BOTH ENGINEERING AND COSTING, INTO EACH OF THESE ALTERNATIVES AS SUBMITTED.’**

Submission No. 35 Viable Alternative to Terminating at Acacia Ridge

Submission No. 35 is proposed as a viable alternative to the current ARTC route between the Queensland border and Acacia Ridge/Bromelton.

The alternative proposal should be considered by ARTC for many sound reasons including:

- The Inland Rail current proposal is an Inland Rail for Victoria and New South Wales however it is in no way an Inland Rail for Queensland. The current route diverts the Inland Rail to the East coast and Brisbane only a few hundred kilometres into the South East corner of the state. The alternative provided in submission No. 35 provides for the Inland Rail project now and in the future to be extended as an Inland Rail for the whole of Queensland.

- The new route proposed in this submission overcomes the floodplains and farming issues in the inner downs areas, Border to Gowrie and from Gowrie to Kagaru.
- The requirement is removed to construct approximately 8.5 kms of tunnels and the need for a PPP to finance the Gowrie to Kagaru section.
- It provides an alternative destination for current and future coal trains by building the Surat Basin rail link and sending all coal trains to Gladstone port.
- Acceptance of the submission No. 35 alternative will result in Logan and Brisbane becoming totally coal free cities now and in the future.

Submission No. 35 Scope of Work

How will Submission 35 achieve these goals:

Border to Gowrie alternate route.

This alternate proposal has been developed from discussions and recommendations from community members and farmers from the Border to Gowrie Inland Rail section.

It should be noted by the Senate that in my discussions with farmers I did not establish a single agricultural farmer who intended to utilise the Inland Rail to transport his crops to Brisbane.

It is proposed that an alternate route be investigated towards the west in lieu of the current project ARTC selected route.

The current project route has many identified problems including cutting through numerous farms, roads and building over blacksoil floodplains.

The current project route in addition cuts many secondary roads each requiring rail crossings as it runs parallel to the A39 highway as well as passing through or close to many towns and farms.

The alternate route proposed commences at Inglewood and is proposed west of the ARTC route and will run through the Bringalily State Forest.

The route continues north until it terminates at Dalby.

Not only does this alternate route avoid many of the community issues with the ARTC project route but the geology is much more favourable to the construction of rail lines.

The approximate distance from Inglewood to Dalby is 150km, of which only 15km is farmland, 10km follows a brownfield QR alignment and the remaining 125km is through Cyprus pine forestry land.

Refer to the map, page 10 of the submission No. 35.

Dalby Intermodal Terminal

It is proposed that ARTC obtain adequate land at Dalby to construct an Intermodal terminal designed specifically for the Inland Rail project capable of handling double stacked 1.8km long trains initially with provision for future 3.6km long trains.

Adequate container handling equipment and land storage facilities to handle the future 46 trains per day including undercover storage of sensitive freight, modern automated straddle carriers, access road networks for trucks and hardstands for unloaded containers.

Refrigerated containers require distributed power systems while awaiting transport and these facilities would be incorporated into the purpose built intermodal terminal.

The alternate proposal would see the Inland Rail at this stage terminating all Melbourne to Queensland trains at this new facility and allow for the formation of return freight trains Queensland to Melbourne.

Construction of the Surat Basin Railway

As part of this alternate proposal for the Inland Rail it is proposed that the ARTC scope of work includes for the construction of the 210km Surat Basin railway located within the Surat Basin Infrastructure Corridor State Development area.

The Surat Basin railway has been feasibility engineered and route maps drawn.

An EIS has been submitted and approved over a 3-year EIS study period and construction is ready to commence.

Finance for this new section of rail would be available from the deleted scope of work included in the current ARTC proposal.

The Surat Basin Railway would be constructed as a dual gauge railway connecting Wandoan to Banana providing a connection to the Moura railway line to the Port of Gladstone.

It is proposed that initially this section of line be utilised for diverting all current and future coal trains from Brisbane port to the Port of Gladstone.

Export containers could also utilise this Gladstone Port rail connection.

The Dalby Intermodal terminal and the Surat basin Railway will also provide a future extension of the Inland Rail through the balance of inland Queensland linking all major ports and cities.

Cost Savings

The PPP for the section Gowrie to Kagaru is currently costed estimated at 4 Billion dollars. This expenditure will not be required.

The direct link to the Port of Brisbane from the Inland Rail current Acacia Ridge termination is currently estimated at 2 Billion dollars. This expenditure will not be required.

The additional expenditure required for the new Dalby Intermodal terminal and the Surat basin railway is estimated to be 2 Billion dollars. The initial feasibility study had this rail section costed at 1 Billion dollars.

There is a potential saving by adopting this alternate proposal of 4 Billion dollars of taxpayer money.

Distribution of Goods

This alternate proposal of a Dalby termination and a dual gauge rail line to Gladstone Port has no impact on the current road and rail infrastructure as it exists for Brisbane.

ARTC have stated that 70% of Inland Rail container freight is Brisbane domestic goods. Dalby is connected to Brisbane by rail, the current West Morton rail line recently upgraded to accept single stacked containers and two range crossings including the newly opened second range crossing.

Brisbane will remain connected by rail to the NSW/Qld East coast rail link to Sydney and beyond. Daily passenger services will continue between Sydney and Brisbane and Woolworths trains and others will still be able to access Bromelton STC terminal.

The current eight daily freight trains to Acacia Ridge on the NSW/Qld East coast rail line between Sydney, Newcastle and other major cities will continue to supply Brisbane with goods and remain to supplement the Inland Rail goods traffic from Melbourne to Dalby and Dalby to Brisbane.

Truck connections directly from the Dalby distribution multimodal terminal to the final point of freight distribution will connect to Brisbane, Gold Coast and Sunshine coast distribution centres and receivers. Goods intended for Toowoomba and places west will be easily accessible from Dalby with cost savings by not having to haul goods up the range.

It should be noted that the distribution method of goods from Dalby is identical to that which would occur at Acacia Ridge terminal with both terminals requiring truck transport to final destination points from each respective terminal under consideration.

The alternate proposal will achieve ARTC Inland Rail aims by removing long haul Melbourne to Brisbane trucks off the highways and also remove the thousands of shorthaul trucks from already congested inner Brisbane city roads originating from the current Acacia Ridge terminal proposal.

Benefits of the IRAG Alternative Route and Dalby Termination

1. The concerns expressed by many Brisbane community groups living in densely populated inner Brisbane suburbs from Ipswich to the Port of Brisbane regarding social, economic and the dangers to their health from exposure to coal dust will be removed with all coal trains travelling to the Port of Gladstone.

2. The concerns expressed by community groups living from Kagaru to Acacia Ridge with respect to freight trains and the economic, social and health problems associated with freight trains and dust from open coal trains travelling through densely populated Logan and Brisbane suburbs will be removed.
3. The proposed alternative overcomes obvious problems with the privately owned Acacia Ridge intermodal terminal and marshalling yards and the lack of infrastructure roads surrounding this facility and Acacia Ridge for cargo distribution truck movement of shorthaul trucks potentially numbering 5,000 per day by 2040.
4. The concerns of land owners including private property residential owners, farmers and livestock owners from the NSW border to Gowrie and from Gowrie to Acacia Ridge with regard to land and home resumptions, flooding and train traffic passing over their land will be removed.
5. Design problems associated with passage over floodplains including unknown expenditure to overcome unknown final design and construction solutions and increased expenditure will be removed.
6. Design problems associated with the required range tunnels construction associated with the range crossings including unknown expenditure to overcome unknown final design and construction solutions, gradients within the tunnels outside of engineering standards, increased transit times due to steeper climbs within tunnels and other associated technical problems will be removed.
7. The PPP financing package Gowrie to Kagaru will not be required. The taxpayer financing of the Gowrie to Kagaru section of the Inland Rail with its associated approximately 8.5kms of tunnels costed at \$6 billion dollars will not be required and this federally funded money will be available for the scope of the alternative route proposed and the construction of the Surat basin railway currently estimated in the preliminary engineering document as \$1 billion dollars (2010 estimate).
8. The alternative route and Dalby termination provides a freight road connection at Toowoomba to a local international airport for overseas and interstate export.

9. The completion of the missing southern link railway will provide many benefits to inland Queensland by connecting many agricultural facilities including the link to the Queensland owned Port of Gladstone for the export of minerals, coal and agricultural goods. In addition, the Surat Basin rail link will open many opportunities for future development of mineral resources by providing access to the port of Gladstone for export.

Thank you for the opportunity to present this alternative proposal for the Inland Rail from the Qld. border to Dalby and Gladstone Port and hope it meets with your approval

Stan Corbett

Inland Rail Action Group K2ARB

Thank you for the opportunity to speak Thursday 30.01.2020, and briefly discuss my submission 41 representing our K2ARB community. A community that are concerned for their health and wellbeing and continued peaceful enjoyment of their properties. I am a member on the ARTC CCC committee representing the community of the K2ARB section, a resident and voice in our community representing the "Inland Rail Action Group" who will be heavily impacted by this Inland Rail should it be permitted to go ahead. My history as a Shipping Superintendent has given me a good understanding of Logistics and Shipping.

-In all of the 13 sections of Inland Rail this last section is unique in that of the 1,700 km proposed Inland Rail route being the only section which passes through two cities, Logan and Brisbane. K2ARB section of this route is considered to be the highest density residential section of the Inland Rail currently standing at **50 thousand plus residents** living along the line with future proposals to increase this resident population to **120 thousand in the greater Flagstone area and perhaps another 100 thousand** within the impacted zones of the K2ARB by 2040. This existing and future residential population has been ignored and or played down by ARTC. ARTC brochures of K2ARB provide a vista of bushland and avoid the dense residential sections of the rail corridor.

-The community have expressed concern for the impact of **noise and sleep deprivation, coal dust, diesel fumes and vibration** damaging our homes and other health and environmental issues associated with this project. Residents have focussed their concern on the reported health issues from transporting **coal in open top wagons** from the mines through our suburbs. Material loss in value of properties and other social impacts is also of great concern.

-Residents have expressed concerns from the impact of reduced quality of air with the dust lifting from the tracks, diesel fumes a well-known carcinogenic, from a minimum of three diesel engines and coal dust from the uncovered coal wagons. Many residents within the K2ARB depend upon tank water, and from research, water contamination of this type is considered a high health risk.

-Many in our community, including a Doctor have expressed concerns regarding Sleep deprivation, and associated health issues arising from this. The proposal to run trains 7 days a week, 24 hours per day with at peak, a train every half hour is of great concern.

-ARTC have refused to listen to the resident's apprehension of the physical location of the passing loops in high residential suburbs between Hillcrest/Forestdale and Flagstone/Kagaru. These locations must be considered as a major design flaw. ARTC have responded to our concerns for relocation of these passing loops to non residential sections of the rail corridor by stating the locations shown on the maps is the optimum shown by their computer models.

ARTC have advised that there will be ten trains per day at peak utilisation diverted into the passing loops, each train idling for an approximately an hour. These trains will produce noise, vibration and fumes directly into our homes and properties, and with many homes only 20 meters from the rail and the proposed passing loop locations.

-There are numerous well established Public and Private schools, aged care facilities, parks, ovals and places of worship along the NSW/QLD corridor. Regardless of the fact that ARTC have been advised by IRAG with maps and numbers of these facilities and future growth, ARTC have continued to disregard this information and have proceeded with the design and engineering to route their trains through on the NSW/QLD corridor from Kagaru to Acacia Ridge.

Obviously inadequate studies have been carried out to demonstrate logistics and economics don't make sense for this project through our suburbs.

-We have established these trains will NOT go directly to port and will terminate at Acacia Ridge, which is also considered a high-density suburb. ARTC have not yet established logistically how the yard will manage 45 trains per day, when currently it can only handle 8. The current trains are 1.5km in length with restrictions at Acacia Ridge not exceeding 1.6km. Richard Wankmuller has even stated that one 1.8 km double stacked train equates to 110 B Double trucks. When broken down into local delivery containers, this could also equal to 220 single container trucks per train. This will potentially increase our already congested suburbs with up to 5,000 short haul distribution trucks at peak utilisation in a 24 hour period. This is of **major** concern to Acacia Ridge and surrounding suburbs on our already inadequate roads.

-We know the existing rail link to the Port of Brisbane is not suitable for double stacked containers due to the electric passenger train overhead power reticulation which will require breaking down the double stacked container freight trains into single stacked freight trains for those containers destined for export. ARTC claim that the existing rail link to the port will be adequate until 2040.

-We consider the ARTC proposal is a Material Change of use in the K2ARB section: This is due to the intent by ARTC to allow and utilise this NSW/QLD line for coal trains which have never been on this line before. The current daily rail traffic on the NSW/QLD rail line is 2 passenger trains and 8 freight trains per 24 hours.

-ARTC are proposing increasing the number of freight and coal trains to 46 and the type of freight will be double stacked and of 1.8 kms increasing to 3.6 kms in length which will be longer, heavier and faster.

-Appeals to restrict current train traffic to day light hours to allow residents uninterrupted sleep has been refused by ARTC.

-Community concerns are being ignored. The expectations of the ARTC CCC meetings have been considered to be nothing more than tick in the boxes, irrespective of the impact and concern upon the 50,000 plus residents living within this corridor/impact zone. Meetings are focussed on “**what ARTC are doing**” rather than “**what the community wants**” or more importantly **what is in the best interest for the community.**

The ARTC have not adequately addressed community concerns at the public meetings and have proven challenging for CCC members to ask questions and not giving the observers the opportunity to ask questions at these meetings. Residents arriving late have been refused entry to the meetings. Entry Doors have been locked.

ARTC have applied for an EIS to the Coordinator General in February 2019 without knowledge or input from the CCC members, and have refused to provide CCC members with a copy of the documentation. Residents have had to fight to have ARTC apply for this section of the Inland Rail to be declared a co-ordinated project and an EIS required. To date after nearly 12 months an EIS has yet to be declared.

In August ARTC emailed CCC members advising they wished to cancel the August 2019 meeting. CCC members suggested that the meeting go ahead. The meeting was held, however, the scheduled meeting for November 2019 was cancelled without consultation with CCC members nor were members given the opportunity to discuss with the community. I advised our community immediately via social media, but have since been advised residents still turned up at the venue.

ARTC have planned and discussed with residents regarding baseline noise meter locations without CCC members knowledge. When contacted by the residents without this knowledge it has been difficult in keeping them informed of arrangements.

The minutes kept by ARTC of CCC meetings are poor and do not accurately represent occurrences. CCC committee members asking questions are not identified by name other than as a member.

To enable community concerns to be recorded and answered as representing the community of K2ARB it was necessary to formally present a list of typed questions at each of the meetings to ensure they were included in the minutes and responded to.

Examples sent in with submission.

The ARTC responses to questions have in general been vague and comprise standard nonspecific answers. This has reflected the poor management and approach to community

concerns. Questions containing alternatives to design and scope have consistently been refused to be considered.

Examples sent with submission.

The ARTC have not represented the minutes as they occurred during the K2ARB CCC meetings as tabled, on their website. The minutes provided for the four CCC meetings held to date, consistently have many of the questions, answers and information excluded from the minutes.

It states in the charter Each Committee will be facilitated by an independent person, referred to as the Chair. We question how independent are the Chair positions? If the Chairs are paid by ARTC, therefore they are considered employed by ARTC and perhaps not independent as stated.

Thank you for the opportunity to present to the Senate Enquiry this summary of submission No. 41

Suzanne Corbett

Member of the Inland Rail Action Group K2ARB and Member of the CCC Group K2ARB

INLAND RAIL ACTION GROUP - KAGARU TO ACACIA RIDGE

DISCLAIMER

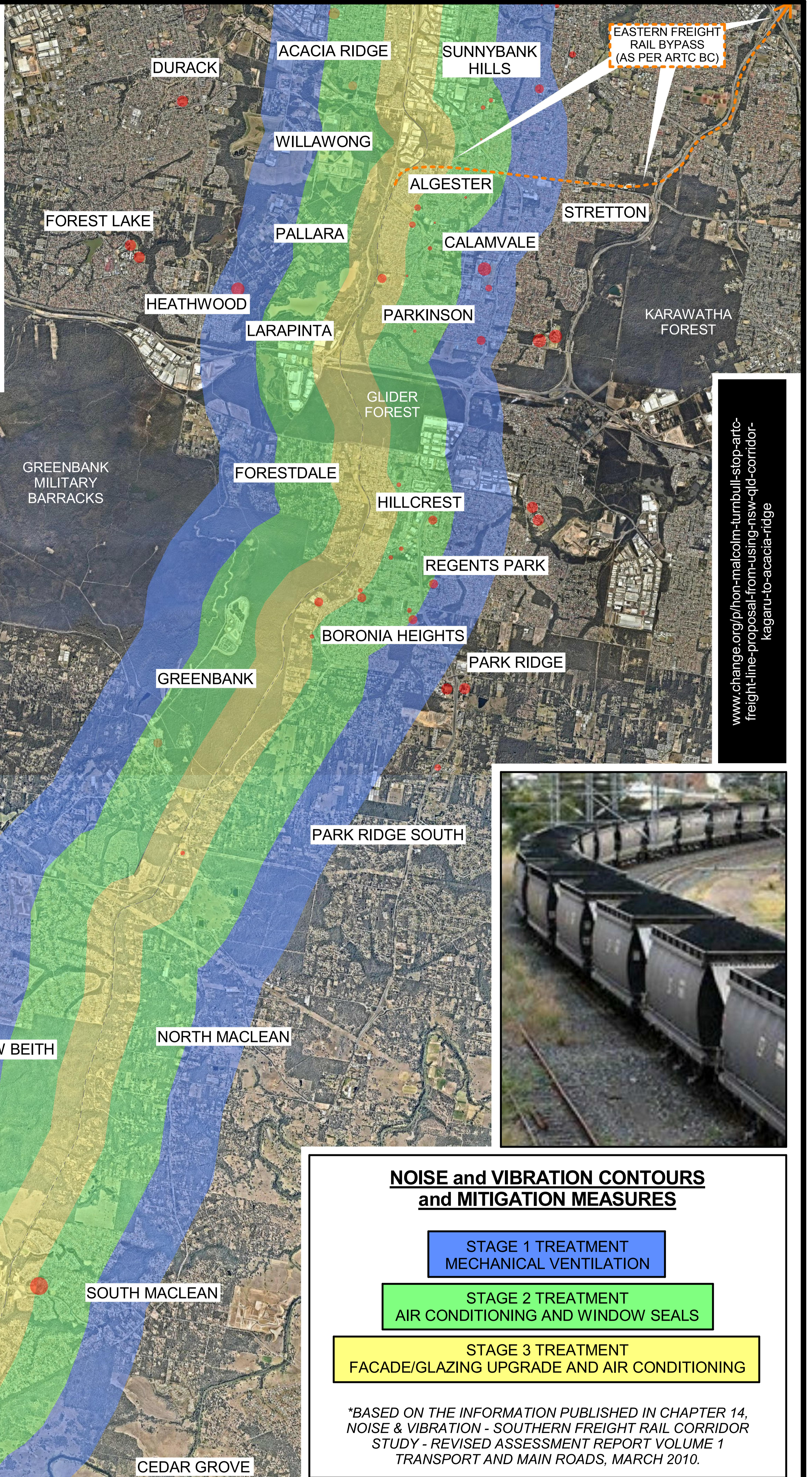
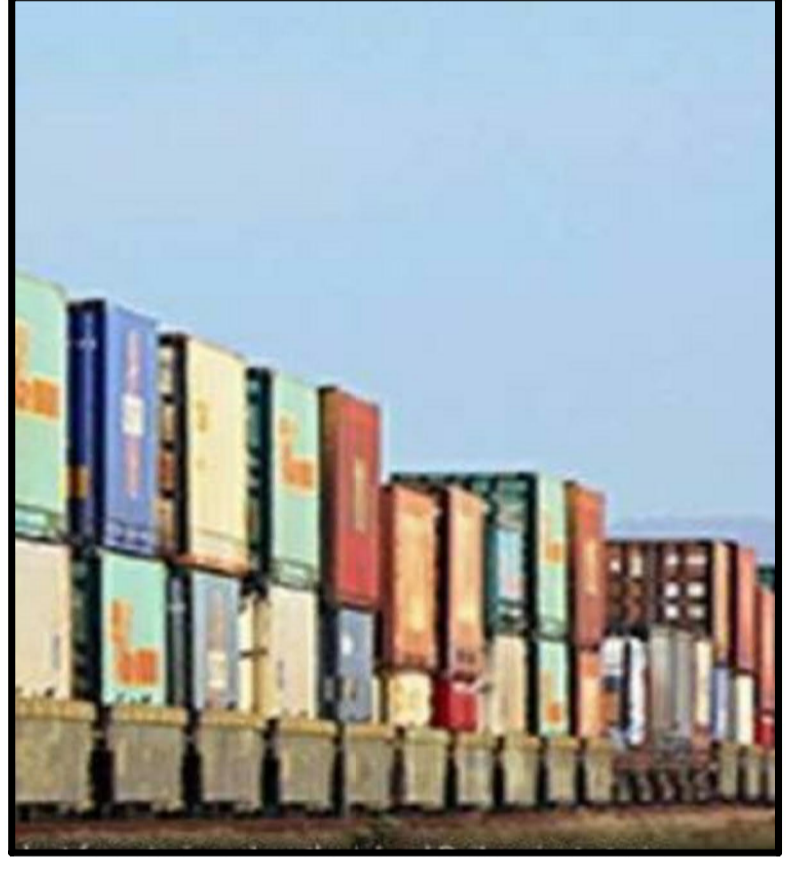
NOT 100% TO SCALE. SUBURB TAGS ARE IN APPROXIMATE LOCATIONS TO SHOW CLARITY. THIS MAP INDICATES A GUIDE ONLY. COLOUR REFERENCES ARE TAKEN AS IF THE LAND IS FLAT.

ABOUT INLAND RAIL ACTION GROUP

ARTC are proposing changes to the current freight rail line in form Kagaru to Acacia Ridge and on to the Port of Brisbane as part of the proposed Inland Rail Project connecting Melbourne to Brisbane.

These changes will bring up to 3.6 klms long, double stacked containers, 55 average to 64 peak per day dragging uncovered coal trains including other heavy loads through highly populated areas of our city. Plus they want to add multiple new crossing loops right next to our homes. We are not having it!

Inland Rail Action Group is a non-political, non-violent action group that aims to have respectful discussions, transparent information sharing, and action plans for our members to have input into. Ideas are welcome.



www.change.org/p/hon-malcolm-turnbull-stop-artc-freight-line-proposal-from-using-nsw-qld-corridor-kagaru-to-acacia-ridge

NOISE and VIBRATION CONTOURS and MITIGATION MEASURES

STAGE 1 TREATMENT
MECHANICAL VENTILATION

STAGE 2 TREATMENT
AIR CONDITIONING AND WINDOW SEALS

STAGE 3 TREATMENT
FACADE/GLAZING UPGRADE AND AIR CONDITIONING

*BASED ON THE INFORMATION PUBLISHED IN CHAPTER 14, NOISE & VIBRATION - SOUTHERN FREIGHT RAIL CORRIDOR STUDY - REVISED ASSESSMENT REPORT VOLUME 1 TRANSPORT AND MAIN ROADS, MARCH 2010.

HOW THE INLAND RAIL PROPOSED CORRIDOR FROM KAGARU TO ACACIA RIDGE COULD AFFECT YOUR SUBURB

www.facebook.com/groups/InlandRailActionGroup/

www.facebook.com/groups/InlandRailActionGroup/

www.facebook.com/groups/InlandRailActionGroup/

www.facebook.com/groups/InlandRailActionGroup/

www.facebook.com/groups/InlandRailActionGroup/

www.facebook.com/groups/InlandRailActionGroup/

IRAG Alternative – Send all Coal to Gladstone Port NOT Brisbane Port

IRAG Alternative – Send all Coal to Gladstone Port NOT Brisbane Port

Objective – Make Logan and Brisbane Coal Free Cities

In Summary the IRAG Alternative Proposal comprises:

- An alternate route from Inglewood to Dalby is proposed.
- ARTC to construct an Intermodal Terminal at Dalby capable of handling double stacked 1.8km long trains with provision for future proofing for 3.6km long double stacked trains.
- The Inland Rail freight trains are to terminate at this new Dalby Terminal.
- The Inland Rail project is to complete the approved 210km Surat Basin railway (within the Surat Basin Infrastructure Corridor State Development Area) as a single Qld narrow gauge rail or dual gauge railway connecting Wandoan (230km north-west of Toowoomba) to the Moura Railway system near Banana.
- Upgrade and enhance the complete rail system from the NSW/Qld border to Gladstone as a single Qld narrow gauge or dual gauge railway designed for the speeds and axle loads proposed by ARTC for the Inland Rail.
- ARTC state that 70% of containerised freight from Melbourne is Brisbane domestic freight. Final distribution of goods to distribution centres will be by short-haul truck from Inland Rail freight trains at Dalby Intermodal Terminal to Brisbane.
- Domestic goods distribution from Dalby for delivery to Brisbane will have a number of alternatives for the final destination to Brisbane supply depots:
 - The choice of two range crossing truck access roads to Brisbane
 - By container train to Acacia Ridge via the recently enhanced thirteen tunnels on the existing rail line to Brisbane.
 - By container train using the existing NSW/Qld freight line to Acacia Ridge
 - Obviously domestic freight intended for Toowoomba and western towns will not require haulage back up the range, a huge saving in road freight.
- All current coal tonnages exported through the Port of Brisbane (currently under 9 million tonnes per annum proposed by ARTC to be doubled to 19 million tonnes per annum) to be sent via the new rail link for export by the Port of Gladstone.
- All future Surat basin coal mine exports will use this new link to Gladstone to freight their product to Gladstone port

The benefits of this IRAG proposal to Logan and Brisbane residents are:

- The concerns expressed by many community groups over many years living in densely populated inner Brisbane suburbs from Ipswich to the Port of Brisbane regarding the dangers to their health from exposure to noise, vibration and coal dust will be removed.
- The concerns expressed by community groups living from Kagaru to Acacia Ridge with respect to Inland Rail freight trains and coal trains proposed by ARTC travelling through densely populated Logan and Brisbane suburbs will be removed.
- The alternative overcomes obvious problems with the privately owned Acacia Ridge marshalling yards and the lack of infrastructure roads around Acacia Ridge for cargo distribution truck movement.
- The concerns of landowners including private property, farmers and livestock owners from the NSW border to Gowrie and from Gowrie to Acacia Ridge with regard to land resumptions, flooding and train traffic passing over their land will be removed.
- Design problems associated with passage over floodplains including unknown expenditure to overcome unknown final design and construction solutions and increased expenditure will be removed.
- Design problems associated with the tunnels associated with the range crossings including unknown expenditure to overcome unknown final design and construction solutions will be removed. The PPP financing package for this section will not be required with the much lesser funding redirected to the IRAG Gladstone alternative.
- The alternative provides connection at Toowoomba to a local international airport for overseas and interstate export.
- Although not confirmed in writing ARTC have previously stated that the estimated cost for design and construction of the 8.5km's of range crossing tunnels could exceed 6 Billion dollars. The reallocation of federally funded monies to the missing southern link railway which was estimated to be only 1 Billion dollars will result in a significant saving of taxpayer dollars.
- The completion of the missing southern link railway will provide many benefits to inland Queensland by connecting many agricultural facilities, creating an asset to inland Queensland which does not exist with the current ARTC proposal.

The IRAG alternative described above, as well as providing many advantages to Brisbane and Logan cities by becoming coal free cities and removing the movement of open coal wagons and heavy freight trains through densely populated suburbs with associated health issues also fulfils the agenda of the ARTC Inland Rail service offering.

The IRAG alternative described complies with the ARTC Inland Rail objective for the provision of a new rail freight connection between Melbourne and Brisbane by utilising existing road and rail connections between Dalby/Toowoomba and Brisbane Acacia Ridge and Brisbane goods distribution centres. In addition, the existing rail link connection to the Port of Brisbane is retained for export containers transported via the current rail link if required.

The cost of this alternative to taxpayers will be considerably less than the combined federally allocated funds and PPP for the current Inland Rail scope of work.

The future income to the Queensland state from export cargo royalties in addition to the wealth generated from a Queensland owned port should by itself provide a reason to seriously consider this proposal.

Complete the approved 210km Surat Basin railway (within the Surat Basin Infrastructure Corridor SDA)

Proposed alternate route from Inglewood to Dalby.

www.facebook.com/groups/InlandRailActionGroup/

www.change.org/p/hon-malcolm-turnbull-stop-artc-freight-line-proposal-from-using-nsw-qld-corridor-kagaru-to-acacia-ridge

