

Inland Rail Inquiry Submission Pittsworth to Gowrie

The route from Pittsworth to Gowrie does not add up ,in September 2017 there was an out of the blue announcement from Darren Chester that a new route for the inland rail would not be going where the previous route studies were assessed but would be going via Pittsworth to Wellcamp airport then onto Gowrie.

In freedom of information documents there is correspondence from John Wagner to Department of Infrastructure and Regional Development, that John Wagner of the Wagner Group has provided the DIRD with a map of the proposed route designed by the Wagner's, I believe this route is not for rail to air freight ,or passenger trains or a freight hub but only to secure a rail ballast contract, seeing that the Wagner Group owns the Wellcamp quarry within close proximity to the airport and the proposed rail line.

Not only that, in 2017 Toowoomba Mayor Paul Antonio was involved in trying to re route the rail line past a quarry at Millmerran which he owned.

Do you think that corruption within politicians and big business has had influence on why this poorly thought out route was taken?

Secondly is the inland rail going to be able to compete with the price of road freight?

I have a small transport business and subcontract for Toll logistics, if I pick up single trailer load (comparing it to a 40 foot container) from a supplier, the driver helps load, straps, ties and cover the load, drives it directly to the customer in Melbourne or Brisbane and unloads, the price is \$2800 Melbourne to Brisbane or \$1500 Brisbane to Melbourne.

If I do short haul freight within 100km radius from the port or rail head Toll pay me \$1000 to pick up and deliver, so with approximately \$1000 each for road freight both ends of the route, plus the supplier and customer need extra labour each end to pack/unpack the containers, plus hiring container lifting equipment at the supplier and customer ends.

To sum it up to send freight from Brisbane to Melbourne the customer will be up for at least \$2000 for freight expenses to get it to and from the rail head, where road transport is \$1500 directly to Melbourne.

Melbourne to Brisbane will be the same cost of at least \$2000, will the rail make any money out of \$800 per container and you have to add in hidden costs.

I hope this enquiry does uncover all these floors with the inland rail.

Yours sincerely

Craig Porter