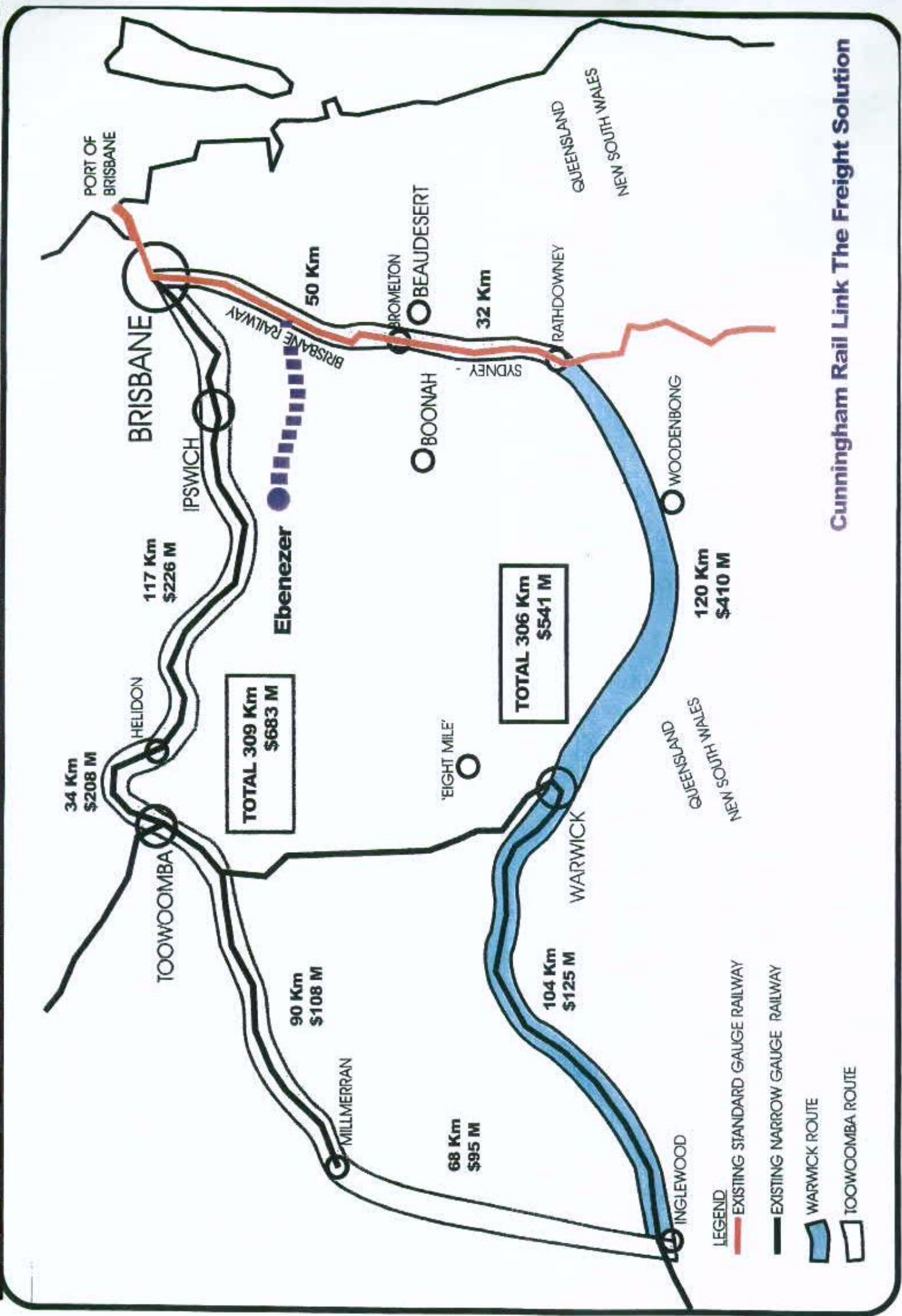




Brisbane/Melbourne Rail Freight Corridor

The Cunningham Rail Link



Cunningham Rail Link The Freight Solution



Beaudesert Shire
A region of many colours



OFFICE OF THE MAYOR

17 May, 2005

Ref:101-150-000015
L1364498

Mr E Compton
Chairman of Directors
Australian Transport and Energy Corridor Limited
14 Argyle Place
ALBION QLD 4010

Dear Mr Compton,

Re: Feasibility Study of the Brisbane-Melbourne Rail Freight Corridor

Thank you for the opportunity to have input into the proposed study relating to issues within Beaudesert Shire that Council considers are worthy of serious consideration.

I refer you to Consultants Final Report on "Cunningham Rail Link-The Freight Solution" (Feb 2000), copy attached. The report investigated a number of options for a possible standard gauge rail route from Inglewood, 104km west of Warwick, to Brisbane (Yeerongpilly). The two routes investigated were:

- A. Inglewood-Millmerran-Toowoomba-Brisbane (\$683M)
- B. Inglewood-Warwick-Rathdowney-Bromelton-Brisbane (\$541M)

We favour Route B. Not only is it the less expensive route, but it joins the existing Standard Gauge Rail, south of Bromelton as shown on the attached maps, and has significant freight advantages for Australia.

Queensland's Department of State Development and Innovation and major industrialists have also 'discovered' Bromelton as one of the east coast's most significant future economic precincts.

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Notably, the Bromelton Multi-Modal Logistics Area has been identified in the recently adopted Draft SEQ Regional Plan and the SEQ Infrastructure Plan and Programme as a regionally significant industrial area.

Applications are currently being lodged and prepared for a significant portion of the 2700ha precinct. These will add to the existing industries which include Gelita (the southern hemisphere's largest gelatine factory), A.J. Bush and Sons meat rendering plant, AHP hide processing works, concrete pre-fabrication and several other operations.

The State and industrialists recognize the importance of the standard gauge rail infrastructure with its direct access to the efficient Port of Brisbane together with the existing and proposed road highway road network.

Council has also commenced studies to examine the future expansion of the Bromelton Precinct to take advantage of the 10km accessible rail frontage to the north and 5km frontage to the south.

Queensland Department of State Development views the Bromelton Precinct as a vital complementary facility to the Port of Brisbane and an area necessary for the immediate expansion of the national freight network.

In summary, the advantages offered by Bromelton to Australia's National Freight Economy are:

- Bromelton is located on the existing Standard Gauge Rail Line with direct access to the Port of Brisbane;
- Bromelton is complementary to the Port of Brisbane;
- Bromelton is in close proximity to the future East-West Corridor connecting the Warrego, Cunningham, Mt. Lindsay and Pacific Highways (Ebenezer, Amberley, Ipswich, Bromelton, Yatala);
- Bromelton is bisected by the Gold Coast, Beaudesert, Boonah, Warwick DMR road link;
- Bromelton is adjacent to the Summerland Way (Coffs Harbour-Grafton-Casino-Kyogle-Beaudesert-Brisbane) identified by the Federal Government as an alternative freight route to the Pacific Highway. (Refer Hon. John Anderson MP statement of 20 August 1999);
- The SEQ Infrastructure Plan and Program allocates \$300M to four-lane upgrade of the Mt Lindesay Highway;
- Bromelton is near to Brisbane, Ipswich, Logan City, Gold Coast City and Redland Shire and north-east NSW;
- Bromelton is only a short distance from the Logan Motorway, Gateway Motorway and M1 Pacific Motorway, the Cunningham Highway, the Brisbane-Ipswich corridor and the Acacia Ridge rail terminal and industrial area of Brisbane;
- Bromelton is unconstrained by urban development;
- Bromelton reduces demand on Brisbane's western corridor road and rail infrastructure; and
- Bromelton is adjacent to the proposed Wyaralong Dam.

**Mr E Compton
Chairman of Directors**

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So, the case for the rail project outlined in the Cunningham Rail Link – The Freight Solution, Inglewood-Warwick- Rathdowney-Bromelton-Brisbane is very convincing because:

- It is the less expensive route by an estimated \$142M;
- Can be developed as a dedicated freight route;
- Takes advantage of the significance of Bromelton on national freight economies;
- Avoids costly upgrading of rail corridors west of Brisbane and to the Port of Brisbane;
- Permits the standard gauge rail connection to Ebenezer, Amberley, and Willowbank industrial areas. (Currently the subject of examination as part of the SEQ Infrastructure Plan and Programme, see SEQ1pp Map 5 attached);
- Will not be subject to constraints of commuter rail traffic; and
- Use of the existing standard gauge rail corridor avoids concerns of increased noise impact of large freight trains on traditionally commuter routes.

The impact of the recent rail freight of tens of thousands of tonnes of rock from Bromelton and increased corporate rail traffic to the Port of Brisbane is a conclusive trial of the public acceptance of increasing rail traffic within the existing standard gauge freight corridor.

Beaudesert Shire Council has viewed this matter with the over-riding concern that the best outcome will be the outcome that is best for Australia. We have not considered this national proposal with a local political outlook. For 30 years the future use of the standard gauge rail infrastructure that passes through the entire length of this Shire, has been given very serious consideration in our planning processes.

We consider the rail and the associated industrial land at Bromelton to be of such importance that very serious consideration should be given to the less expensive Inglewood-Warwick-Rathdowney-Bromelton-Brisbane dedicated freight route.

Yours faithfully,


Cr Joy Drescher
MAYOR