



Senate Rural and Regional Affairs and Transport Committee

Supplementary information “Inquiry into the management of the inland rail project”

Presentation: 9-9:30am 22 April 2021

Public link: [Public Hearings – Parliament of Australia \(aph.gov.au\)](https://aph.gov.au/public-hearings)

Michael W McLean FAICD, FIMC CMC, FAOQ, JM
Managing Director
McLean Management Consultants Pty Ltd
PO Box 703 Epping NSW 1710 Australia
M: +61 419 225 996 E: michael@mclean-mc.com.au

A Gladstone – Toowoomba link along Surat Basic Corridor would have less stakeholder impacts, risks and costs using existing rail corridors and established ports with a ‘window of opportunity to change from Brisbane and Melbourne

‘Brisbane doesn’t want it’: Why Gladstone believes it should be the end of the Inland Rail line.

April 3, 2021

<https://www.smh.com.au/business/markets/brisbane-doesn-t-want-it-why-gladstone-believes-it-should-be-the-end-of-the-inland-rail-line-20210402-p57g7q.html>



Residents say the multi-billion-dollar Inland Rail will devastate Queensland's Scenic Rim

19 April 2021

[Residents say the multi-billion-dollar Inland Rail will devastate Queensland's Scenic Rim - ABC News](#)



Residents are mainly concerned over noise and environmental impacts. (ABC News: Jessica Stewart)

A Gladstone – Geelong link would complement current Brisbane – Melbourne Inland Rail link given requires standard gauge, speed of 100km+, double-stack containers, 24/7 operation

Victorian Ports Strategy

- *“The consideration of the strategy and review will include investigations into the performance and ways to maximise the capacity of our ports including Melbourne, Geelong, Portland, Hastings and Gippsland.”*

MHD Magazine 29 March 2019 ..“a more feasible route and less intrusive to the Brisbane suburbs: *The proposed highly expensive track from Toowoomba to Brisbane will never be needed as it is a **better strategy to build the Inland Railway on to Gladstone** and open up a huge regional development opportunity on the Darling Downs, Maranoa and Central Queensland.*”

Pacific National CEO: “Future terminal locations critical and must match up with town planning”.

<https://www.gladstone.qld.gov.au/downloads/file/958/015-ecm-4138515-v1-g-3-1-3-1-attach-01-inland-rail-conference-18-19-july-2018-parkes-nsw-conference-report>

Inland Rail Task Force

Department of Infrastructure and Regional Development

Report on the “Inland Rail Gladstone Link”

Prepared by AECOM Australia Pty Ltd Level 10, Tower Two, 727 Collins Street,
Melbourne VIC 3008, Australia T +61 3 9653 1234 F +61 3 9654 7117
www.aecom.com ABN 20 093 846 925

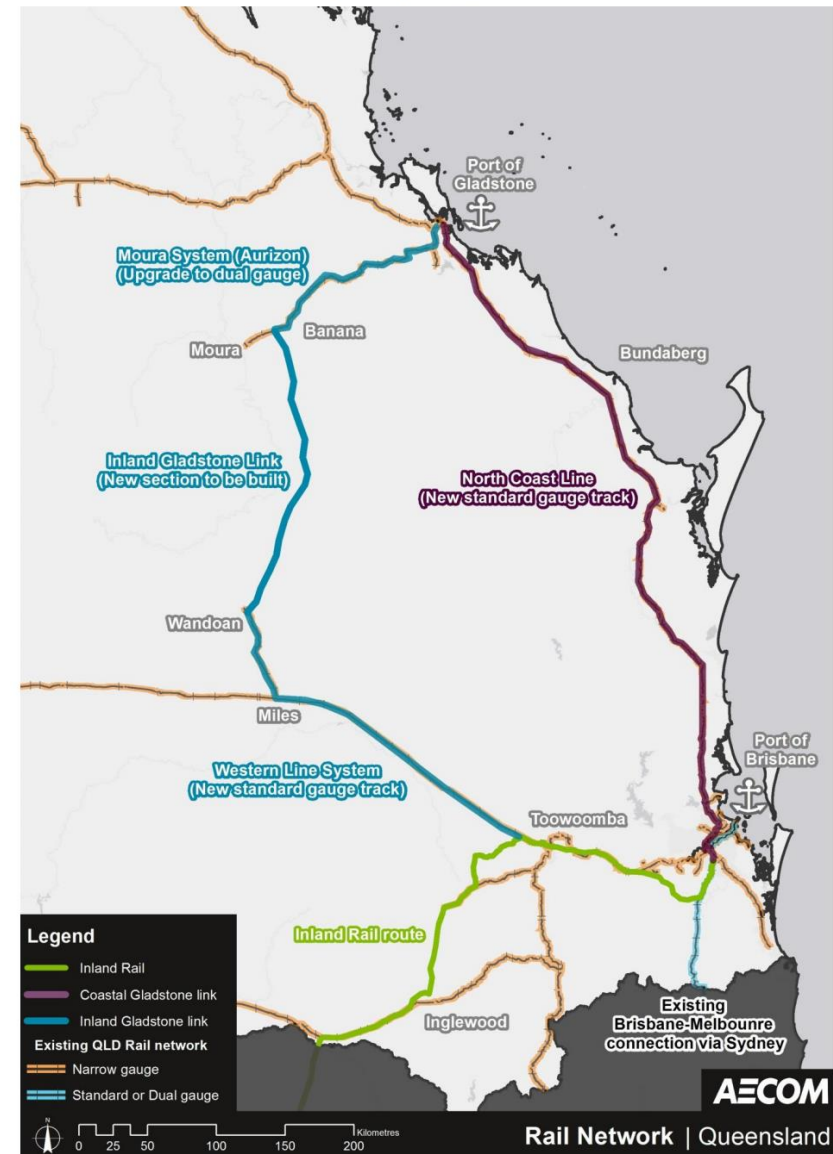
https://www.inlandrail.gov.au/sites/default/files/documents/inland_rail_gladstone_link_prefeasibility_study.pdf



Figure 3 Port of Brisbane access existing corridor problems (ARTC, 2015)

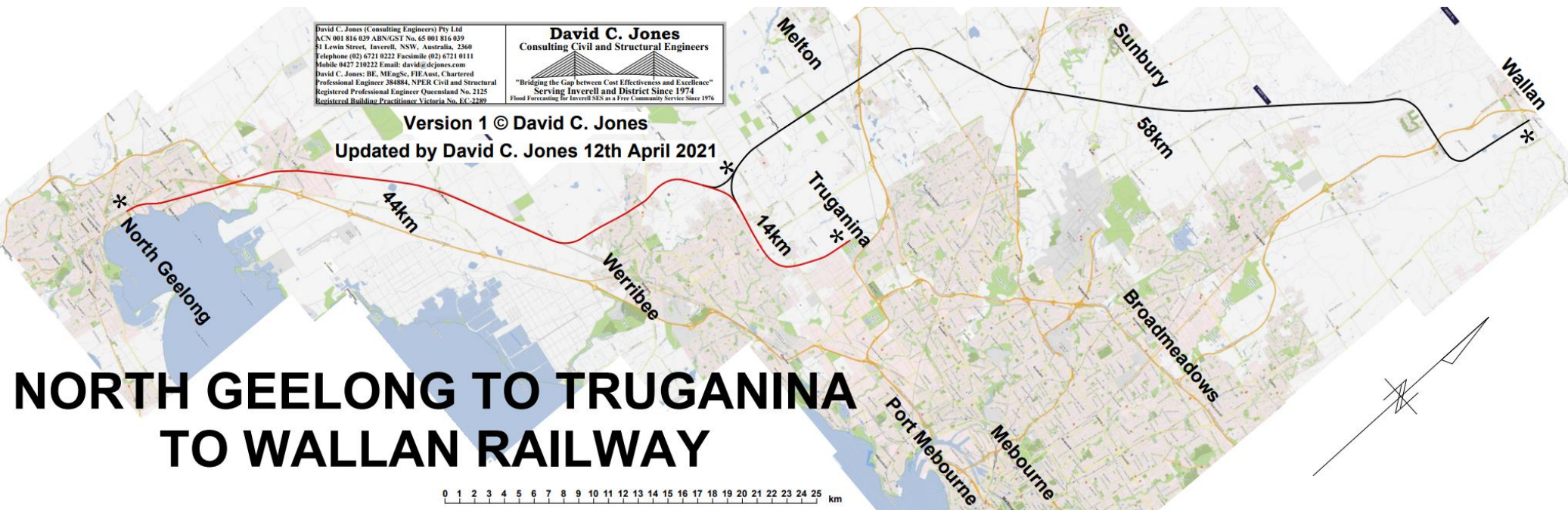


Figure 1 Queensland Rail network – Existing and proposed alignments



Gladstone QLD – Geelong VIC :

- Both can expand with less stakeholder impacts – welcome Regional employment
- Geelong identified in Victorian Ports Strategy in 50 year plan – like Singapore
- Dynon Melbourne little capacity to expand – not Future Proof
- Gladstone has State Development Area allocated – 3rd largest coal export port
- Gladstone / Toowoomba - utilise Surat Basin Rail Corridor and new Western Line
- Mitigates freight and public transport risks - Brisbane 2032 Olympic Bid
- Toowoomba – Acacia Ridge has stakeholder impacts – NSW Shenhua Mine scrapped





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Thank you for the opportunity to present

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