

From: John Wagner [mailto:s.47F(1)@wagner.com.au]

Sent: Friday, 29 July 2016 5:54 PM

To: MRDAK Mike <s.22(1)(a)(ii)@infrastructure.gov.au>

Cc: s.47F(1) <s.47F(1)@wagner.com.au>; WOOD Richard <s.22(1)(a)(ii)@infrastructure.gov.au>; Denis Wagner <s.47F(1)@wagner.com.au>

Subject: Re: Inland Rail alignment [SEC=UNCLASSIFIED]

Mike

How would Tuesday am suit?

Cheers

John Wagner  
Chairman  
Wagners Global Services  
s.47F(1)

On 29 Jul 2016, at 5:43 PM, MRDAK Mike <s.22(1)(a)(ii)@infrastructure.gov.au> wrote:

John -- yes would be very pleased to discuss.

We are meeting s.47F(1) and the ARTC senior team next week to consider issues arising from work to date and the next stages of the work required.

Let me know what works best for you in terms of meeting/discussion -- we can do a phone hook up to start if that assists or set up a meeting.

Regards  
Mike

From: s.47F(1) [mailto:s.47F(1)@wagner.com.au]

Sent: Friday, 29 July 2016 10:37 AM

To: MRDAK Mike <s.22(1)(a)(ii)@infrastructure.gov.au>

Cc: John Wagner <s.47F(1)@wagner.com.au>

Subject: Inland Rail alignment

Sent on behalf of John Wagner

Mike

How are things going in your world?

I met up with s.47F(1) from ARTC last week in relation to the inland rail alignment through Toowoomba.

When the study was undertaken in 2008-10 an international airport at Toowoomba was not a consideration as it was not even thought of at that time.

Six years later it is now a reality and we expect to have scheduled freighter services out of Wellcamp by the end of the year.

We have also announced the first powdered milk factory in Queensland at the Wellcamp business park adjacent to the airport and it will start exporting 30 million tins of infant formula in March 2017.

We also have an approved and serviced container terminal also adjacent to the airport.

We have done some high level analysis of the route and we believe that diverting via the airport would actually shorten the current planned route and future proof the alignment for future passenger services if ever they were to come from Brisbane and the Airport is a logical stopping point if this were to happen.

If it was of a commercial interest to ARTC and their customers we would commit to building a complete intermodal facility to be opened when the line was completed.

We currently own and operate two rail spurs in Townsville so we have some experience in this field.

Also we own one of the largest rail ballast deposits in the region adjacent to the airport and currently have the rail ballast contract for QR from our quarry at Amby so once again we have extensive experience in this regard.

s.47F(1) thought it would take about 3 weeks to relook at a diversion via Wellcamp if he was given the go ahead to have a look at it.

We would welcome the opportunity to come down and talk to you and Minister Chester at a time that was convenient.

Best Regards

John Wagner  
Chairman Wagner Global Services  
<image001.png>

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s.22(1)(a)(ii)

**From:** WOOD Richard  
**Sent:** Monday, 1 August 2016 12:52 PM  
**To:** MRDAK Mike; Carmody Shane  
**Cc:** s.22(1)(a)(ii); FOULDS Alex  
**Subject:** RE: Inland Rail alignment [SEC=UNCLASSIFIED]

Mike- quick update on three matters in train:

#### Inland Rail/Toowoomba airport

I spoke to ARTC this morning. s.47F(1) indicated John Wagner has provided him with a map of the proposed alternative alignment (which is different to both the ARTC alignment and that proposed via Warwick), which he will bring with him tomorrow. Would you like ARTC to be part of the hook up with him?

s.47F(1) also indicated he was non-committal on how long a review of the proposed alignment would take- a high level review of feasibility could be 3-4 weeks. We will discuss tomorrow at the steering committee- while we don't want to set a precedent for opening up the alignment, it may be appropriate to look at this given the airport is new.

#### Backbencher briefing

I've been working out availability from ARTC- due to industrial action this week they won't be available at Executive level as the relevant people will be assisting in operations, however s.47F(1) may be available. I'm discussing with MO.

s.22(1)(a)(ii)

Regards

Richard

**From:** MRDAK Mike  
**Sent:** Saturday, 30 July 2016 2:47 PM  
**To:** WOOD Richard ; Carmody Shane  
**Subject:** FW: Inland Rail alignment [SEC=UNCLASSIFIED]

UNCLASSIFIED

Richard and shane. For our discussion this afternoon. Mike

UNCLASSIFIED

Sent with Good ([www.good.com](http://www.good.com))

-----Original Message-----

**From:** s.47F(1) [s.47F(1)] <[s.47F\(1\)@wagner.com.au](mailto:s.47F(1)@wagner.com.au)>  
**Sent:** Friday, July 29, 2016 10:36 AM AUS Eastern Standard Time  
**To:** MRDAK Mike  
**Cc:** John Wagner  
**Subject:** Inland Rail alignment

s.22(1)(a)(ii)

**From:** MRDAK Mike  
**Sent:** Sunday, 7 August 2016 7:52 PM  
**To:** 'Denis Wagner'; John Wagner  
**Cc:** WOOD Richard; s.47F(1)@ARTC.com.au; s.47F(1)@ARTC.com.au  
**Subject:** RE: Inland Rail alignment [SEC=UNCLASSIFIED]

Denis – thanks. We will do some further analysis of the options and come back to you on next steps

Regards  
 mike

**From:** Denis Wagner [mailto:s.47F(1)@wagner.com.au]  
**Sent:** Sunday, 7 August 2016 7:45 PM  
**To:** MRDAK Mike <s.22(1)(a)(ii)@infrastructure.gov.au>; John Wagner <s.47F(1)@wagner.com.au>  
**Cc:** WOOD Richard <s.22(1)(a)(ii)@infrastructure.gov.au>; s.47F(1)@ARTC.com.au; s.47F(1)@ARTC.com.au  
**Subject:** RE: Inland Rail alignment [SEC=UNCLASSIFIED]

Mike  
 I caught up with s.47F(1) and s.47F(1) last Friday to discuss the alignment for the rail.  
 I think we are all clear that our interest is to have the alignment run past the Wellcamp airport, regardless which route is ultimately accepted as the best route overall. s.47F(1) had a drawing showing an alignment that did come very close to the airport but we are not totally sure of the origin of the drawing.  
 A couple of things came out of the meeting.  
 It could be very feasible to veer off the alignment that is currently recommended around Mt Tyson or Purrawunda and then have a fairly direct route to Gowrie past Wellcamp Airport.  
 s.47F(1) mentioned that an intermodal siding should be 1.6 km long to service the expected traffic and possibly need to be increased to 3.2 km long. We should be able to handle at least 2 km at Wellcamp and it may be possible for the 3.2km depending on the direction of the line as it nears the airport.  
 I did mention to s.47F(1) and s.47F(1) the possibility of an events centre, which is currently under investigation at Wellcamp. If this development were to proceed it may well increase passenger traffic to Wellcamp by 100's of thousands of people each year in the future.

Is there anything further we can do to assist with progressing the investigation of a route past the Wellcamp airport

Regards

Denis Wagner

**From:** MRDAK Mike [mailto:s.22(1)(a)(ii)@infrastructure.gov.au]  
**Sent:** Friday, 29 July 2016 6:01 PM  
**To:** John Wagner  
**Cc:** s.47F(1); WOOD Richard; Denis Wagner  
**Subject:** RE: Inland Rail alignment [SEC=UNCLASSIFIED]

John – sorry Tuesday am I am caught up with one of my other ministers. Could do a phone call between 12.30 and 1.30pm Tuesday if that works for you. We could then discuss next steps

Mike

**WOOD Richard**

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**From:** WOOD Richard  
**Sent:** Tuesday, 28 February 2017 8:09 AM  
**To:** s.22(1)(a)(ii) ; s.22(1)(a)(ii)  
**Subject:** FW: Yelarbon to Gowrie options - route via Pittsworth [SEC=UNCLASSIFIED]

UNCLASSIFIED

Fyi

Sent with BlackBerry Work (www.blackberry.com)

UNCLASSIFIED

**From:** s.47F(1) <s.47F(1)@ARTC.com.au>  
**Date:** Monday, 27 Feb 2017 12:37 pm  
**To:** WOOD Richard <s.22(1)(a)(ii) @infrastructure.gov.au>  
**Cc:** s.47F(1) <s.47F(1)@ARTC.com.au>, s.47F(1) <s.47F(1) @ARTC.com.au>, s.47F(1) <s.47F(1) @ARTC.com.au>  
**Subject:** Yelarbon to Gowrie options - route via Pittsworth

Richard,

At the PCG meeting on 24 February, you asked how and when a route via Pittsworth had been adopted for the variation of the base case (Millmerran) route to reach Wellcamp, rather than a route east from Mount Tyson as shown on early maps of the four route options.

Initially as you know, we started on a study of a single route variation to run past Wellcamp. A notional route was identified showing a line east from Mount Tyson. We believe a map may have been prepared in haste, to show to the owners of the Wellcamp airport at a meeting. I recall that a Mount Tyson route looked feasible, and I was aware that a Pittsworth option had not rated well in the 2010 study.

Work on the "via Wellcamp" study began. In October 2016 an MCA was held which identified the alternative route via Pittsworth as preferable – but at that point the job was put on hold and was subsequently replaced by the larger study of four options. The Pittsworth preference remained internal to the study team. As a result the early maps showing the four options continued to show the Mount Tyson route.

In hindsight, those responsible for preparation of the initial "four routes" maps should have been aware that the Pittsworth route was already a preference. Several of the team did not know that the initial study had progressed to the point of the Pittsworth route being preferred.

Regards,

s.47F(1)

s.47F(1)  
Senior Project Advisor, Inland Rail  
Major Projects

## Toowoomba Mayor Paul Antonio fined for misconduct over railway project

ABC Southern Qld By David Chen

Posted Fri 7 Dec 2018, 1:53pm

**A southern Queensland Mayor has been fined nearly \$15,000 after he was found to have engaged in misconduct in his dealings with the Melbourne-to-Brisbane Inland Railway project.**

In an interview with the ABC in 2017, Councillor Paul Antonio, who owns a gravel quarry near Millmerran on the route chosen by the Federal Government, conceded he stood to benefit from the inland rail project.

The ABC revealed, Cr Antonio personally paid \$4,900 to have an alternate route for the project investigated, which took the line to the very edge of his quarry.

Cr Antonio told the ABC he paid for the map to find an alternative that did not go through prime agricultural land in Millmerran, to help affected farmers.

After initially telling the ABC he gave the map only to one Millmerran farmer, he later conceded he provided the map to former industry minister Ian MacFarlane, who is now the chief executive of the Queensland Resources Council, and the Federal Member for Groom, John McVeigh.

The matter was referred to the Local Government Regional Conduct Review Panel in April 2018 after a complaint was made by a fellow councillor and a member of the public.

The panel decided the complaint of misconduct was sustained.

### 'Disappointed in the decision'

In a statement, Cr Antonio said the panel found he had:

- Failed to disclose a material personal interest, namely his ownership of a quarry, to a council committee
- Failed to act in an honest or impartial manner
- Was not sufficiently candid when he participated in a television interview with an ABC journalist in September of 2017, when he was questioned, without notice, about his dealings with a constituent.

Cr Antonio was fined \$14,360.50, ordered to undergo counselling, make an admission of error, and apologise at the next council meeting.

The panel also recommended the Local Government Department's chief executive officer monitor Cr Antonio for compliance with the Local Government Act.

Cr Antonio said he was "very disappointed in the decision" and said he had disclosed his ownership of the quarry on his register of personal interests lodged with the council.

"Cr Antonio also considers he was denied procedural fairness in the hearing process and so the findings of the panel are fundamentally flawed," he said in a statement.



PHOTO: Toowoomba Regional Council Mayor Paul Antonio has been fined for misconduct.  
(ABC News: Alexandra Blucher)

I will present some information that will show you why this railway that is going via Wellcamp airport is soaked in corruption and has been chosen through pure greed and not common sense.

1. Freedom of information documents reveals that from 29/7/16 correspondence between Wagner's artc and government, state that Wagner's had designed the new route to Wellcamp airport/quarry not artc.

2. At the ARTC meeting at bringallily hall Millmerran John Wagner got up and said "I don't care where the railway goes as long as it goes past my airport", this is before the freedom of information documents were found.

4. A KRA (key resource area) was put in by Toowoomba Regional Council to extend the Quarrying area at Millmerran for up to one million tonnes a year, and states for inland rail.

6. To be a preferred ballast supplier for rail it is preferable that you are within 25km of the rail, the base case line was 47km from Wellcamp.

. Money to be made per 100km of ballast. Ballast 3m wide x average 1.5m high x 100km(100000m)=450000 cubic meters x 1.8t per cubic meter = 810000 tonnes @\$20p/t = Approximately \$16.2 million in quarry products plus ongoing products for maintenance.





TOLL/NOX PAYMENT ADVICE FOR APPROX 100km RAOVS TRANSPORT

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LSD Number . . . : 14439903 Type: ROAD LSD Status: COSTED  
Creditor . . . : 36692 PORTERS TRANSPORT PITTSWORTH PTY LTD Departure Date: 20/05/2013  
85 DALLMAN ROAD Arrival Date: 20/05/2013

PITTSWORTH QLD 4356 Driver . . . : **BELISBANE**  
Equipment . . . : CTPORTER Reference # : 18011505 Descr : 2970817022BNE-KILLARNEY  
Add/Deduct Type Reference# Description Amount Qty Rate Branch  
Additions FLAT COST 14439903 AS PER NOELBY 950.00 0.00 0.00 1319 TNOX  
Deductions SERVICE FEE SERVICE FEE 19.00- 0.00 2.00 1319 TNOX  
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2. The Subcontractor accepts the Goods in good order and condition for transport unless otherwise specifically notified to Toll North Pty Ltd at the time of receipt of the Goods.
3. I have discussed the transit time with a representative of Toll North Pty Ltd and agree that it can be achieved while operating within all regulated speed limits, whether signposted or not, and while observing all traffic rules and regulations lawfully imposed.
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(b) have made allowance (when estimating the time of the journey) for required regulated rest hours during the journey and I will take those rest hours.

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Secondly, is the inland rail going to be able to compete with road freight? Just briefly my family and I have been around the road transport industry for many years.

1. Freight rates are melb –bris \$110p/t x average 25t=\$2750 per trailer about the same as 40ft container, rates bri-melb \$60 p/t \$1500 per load
2. toll logistics pay subcontractors approximately \$1000 to pick up and deliver within 100km radius .so if inland rail compete with road transport @\$2800 per trailer/container, less the customer paying \$1000 each end to pick up and to deliver ,we are down to \$800 per load less labour at each end to pack/unpack the freight \$300? Less container lifting equipment at supplier and customer ends (crane hire is usually \$160 minimum callout fee, side lifters are about \$300 minimum fee)

So we are down to \$180 per load (40ft container)the rail will have to charge to be competitive, then take out container lifting equipment @\$300 p/h @10 minutes a lift 20 minutes each end at the rail head, 40 minutes all up = approximately \$200 for rail container lifting equipment, so the \$180 the rail can receive from their customer by the time they deliver the load ,rail has made at least a \$20 loss ,and this is without any hidden costs.

- 3.road transport, for \$2800 the supplier has a truck straight to their doorstep, the driver helps load, strap and cover the load, drives it directly to the customer within 24hrs,the driver uncovers the load helps unload it ,the job is done.

4. Will the Australian government/taxpayer be subsidising the rail so the line is used?



If there are any questions down the track, you are more than welcome to contact me on

0439931521

e-mail , [craig.porter3@bigpond.com](mailto:craig.porter3@bigpond.com)

Regards

Craig Porter

