

## Submission to Senate Inquiry

### **Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government**

#### Submission to Senate Standing Committee

Supplementary Update to Inland Rail Kagaru to Acacia Ridge and Bromelton.

Recent developments and changes have made major changes to the proposal for the route from Kagaru to Acacia Ridge and Bromelton, which may make major differences to previous submissions to this section on ARTC Inland Rail.

I submit these changes for urgent consideration.

I will list the major events and policy changes for consideration.

- 1 The \$1.5M [Joint State and Federal Government](#) study into alternatives has been completed and on this a new \$20M Joint Study has been started.
- 2 With this new study it is apparent that the final route has not yet been decided and I put this to the Coordinator General stating she cannot make a final decision whether to allow this as a Coordinated Project until final routes have been decided. I had a meeting with a representative of her office and later received an e-mail from her stating no decision has yet been made. As such the Project is not yet even recognised.
- 3 Infrastructure Australia has listed a High Priority Project showing an alternate Route from Ebenezer to the Port of Brisbane similar to ATYC Business Case 2015 recommendations as the best and eventual option. [Port of Brisbane dedicated freight rail connection](#).
- 4 Recent opening of SCT Logistics Terminal at Bromelton as part of the move to use regional Logistics handling and the Federal Government having funded the State Government study into Regional Logistics Handling at Ebenezer means that between the two regional Logistics Hubs and the plan to go to the Port of Brisbane directly for the 30% of freight destined for the Port there will be very little if any freight going to Acacia Ridge.
- 5 As per included document Eastern Corridor.pdf the ARTC Business Case 2015 clearly states freight to the Port should go via the Eastern Corridor and other options are not viable.
- 6 Port of Brisbane Authority have clearly stated that double stacked containers destined for the Port should go directly as they are designed to handle it and it would avoid double handling. I have this in writing from them.

As such it is clear that the best and only option for freight destined currently for acacia Ridge is to be handled at Bromelton and Ebenezer Regional Logistics Hubs and the remaining freight destined for the Port to be done by Infrastructure Australia's High Priority alternate route option.

I have had confirmed by the Federal Government Minister for Infrastructure Department section on Inland Rail that the Infrastructure Australia option will be considered under the \$20M study taking place.

Ron Ruys

**ACACIA RIDGE TERMINAL AND EASTERN CORRIDOR**

<p><b>Alternate Route Eastern Corridor</b></p>	<p><b>ARTC Business Case 2015 Page 30</b></p>	<p>The analysis considered a number of alternatives and identified two potential options: The Eastern Freight Rail Corridor (from the interstate standard gauge line at Algester to the Port of Brisbane, including two tunnels of 4.8 kilometres and 4.4 kilometres and broadly following the Gateway Motorway). Estimated capital costs are lower than alternatives and this route presents more opportunities for operational flexibility and future staging. The preliminary estimate of the cost to design and construct the Eastern Freight Rail Corridor is \$2.51 billion (\$2014-15, excluding escalation).</p>
	<p><b>ARTC Business Case 2015 Page 31</b></p>	<p>Notwithstanding the marginal economic result, timely action to preserve a corridor for the Eastern Freight Rail Corridor could be a prudent measure. Further investment in the existing route would postpone, but not remove, the eventual need for the new route.</p>
	<p><b>ARTC Business Case 2015 Page 48</b></p>	<p>Even with these upgrades, at some point in the future, a new, dedicated route will be required. Passenger services will inevitably grow over time and progressively 'squeeze out' freight paths on the shared network.</p>
	<p><b>ARTC Business Case 2015 Page 305</b></p>	<p><b>Upgraded Existing Corridor:</b> Upgrading the existing corridor was rejected as an ultimate, double track alignment as it passes through dense, inner-city residential communities, making it technically difficult to construct and socially unacceptable. Large numbers of properties would be resumed and numerous major arterial road structures would be completely rebuilt, causing huge logistical challenges. The cost would be high, yet the end product would not meet best practice, with too many substandard curves and gradients.</p>
	<p><b>Chief Operating Officer - Port of Brisbane Pty Ltd Correspondence</b></p>	<p>A dedicated freight rail connection to the Port of Brisbane would solve the problems you highlight regarding double-stacking. It would also mean cargo destined for the Port of Brisbane would not need to be loaded onto trucks at Acacia Ridge, significantly reducing challenges related to road safety and traffic congestion in that area.</p>