



OFFICE OF THE
LORD MAYOR
Brisbane

Office
City Hall
King George Square

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Dr Kerry Schott AO
Assistant Director – Inland Rail Review Secretariat
Department of Infrastructure, Transport,
Regional Development, Communications and the Arts
GPO Box 594
CANBERRA ACT 2601

Dear Dr Schott

Thank you for the opportunity to provide a submission to the Independent Review of the delivery of the Inland Rail Program.

Further to the Council of Mayors South East Queensland (CoMSEQ) submission, of which the City of Brisbane supports, I am seeking to highlight the matters impacting the Brisbane community, and how the delivery of the Inland Rail project could assist in addressing these impacts. I am also seeking to highlight the benefits the Inland Rail project can bring to the broader Brisbane economy.

As Australia's fastest growing capital city, and as we head towards hosting the Brisbane 2032 Olympic and Paralympic Games, we need to deliver infrastructure to enhance the liveability, sustainability and economic output of our city. A significant impact on achieving these goals is how we move around the city, with truck and freight movements being an important contributing factor.

A key issue for the City of Brisbane is the development of a dedicated freight link between Acacia Ridge and the Port of Brisbane, which has been excluded from the scope of Inland Rail. Council has concerns that with this exclusion, the full benefits of Inland Rail may not be realised. The impact of inadequate rail links to Australian ports has been recently highlighted in the Productivity Commission's draft report 'Lifting productivity at Australia's container ports: between water, wharf and warehouse' and notes Brisbane as having the lowest rail mode share for any state capital city.

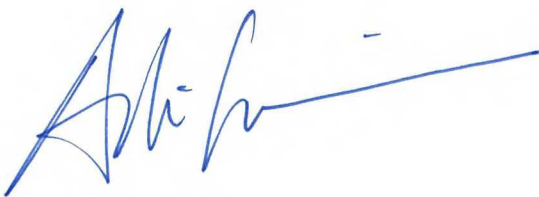
The existing corridor between Acacia Ridge and the Port of Brisbane has limited capacity as it mixes freight and growing passenger traffic, with road congestion and safety impacts due to the number of level crossings on the route. The continuance of this situation into the long term without an adequate rail access solution will result in the Port of Brisbane being effectively 'landlocked' with no other access than through a constrained road network resulting in further poor community and safety outcomes. Port competition across Australia is vital to the growth of the regional and national economy and one of the objectives of the Inland Rail project should be to improve port connections.

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The Port of Brisbane is located within the Australian Trade Coast area and plays a significant role in freight demand across Queensland, accounting for more than 50% of Queensland's international trade. It is one of Australia's fastest growing container ports and Queensland's largest multi-cargo port. Therefore, the City of Brisbane is firmly of the view that a dedicated freight line needs to link Inland Rail to the Port of Brisbane. In addition, this link needs to be underground to minimise the impacts on local communities and the existing rail network. As outlined in the CoMSEQ submission, there are opportunities to partner with industry and the private sector to make this a reality using the latest in clean and green technology.

We look forward to seeing the results of the review and working collaboratively with all levels of Government to ensure the Inland Rail project provides positive impact to the economy and local communities.

Yours sincerely



Adrian Schinner
LORD MAYOR

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