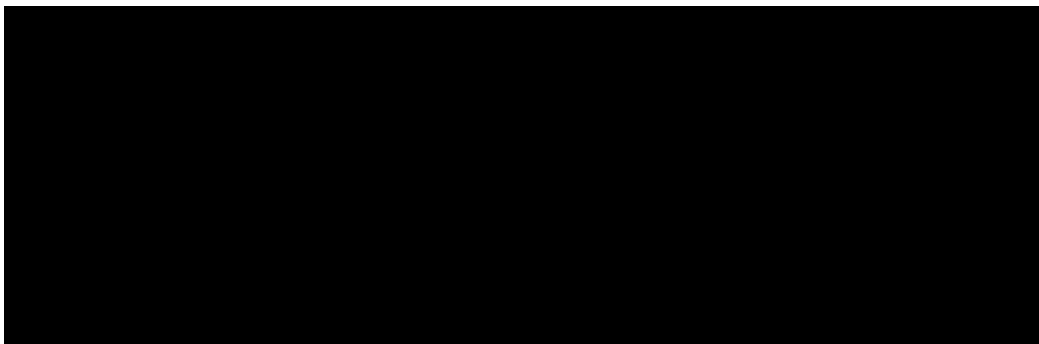


Supplementary Submission to Submission 98 to Senate Inquiry into Management of the Inland Rail Project by the Australian Rail Track Corporation and the Commonwealth Government

Lloyd Stümer
30th January 2020



Sir/Madam

**SUPPLEMENTARY SUBMISSION TO
SUBMISSION 98 TO THE SENATE INQUIRY INTO THE MANAGEMENT OF THE
INLAND RAIL PROJECT BY THE AUSTRALIAN RAIL TRACK CORPORATION
AND THE COMMONWEALTH GOVERNMENT**

I have been advised by members of communities that will be damaged by the Inland Rail, to present the following very important information as a Supplementary Submission to my original Submission 98 to the current Senate Inquiry into the Management of the Inland Rail Project by the Australian Rail Track Corporation and the Commonwealth Government. An earlier copy of this Supplementary Submission was on 22nd January provided to administrative officials of the Inquiry, who stated that a copy would be provided to the Senators at the hearing to this Inquiry.

This slightly modified Supplementary Submission of 30th January has been provided to provide a more readily understood presentation of the issues raised in the original Supplementary Submission of 22nd January 2020.

My original Submission 98 addressed very comprehensively the Terms of Reference for the Inquiry. This Supplementary Submission complements the information in Submission 98 and also adds most important additional information of significant value to this Inquiry. This information can be included in the Term of Reference "***H. Other Related Matters***".

It is most important that this information be provided publicly to the Senate Inquiry team. This is newly discovered information (which is not well known) which:-

- Demonstrates very serious false and misleading evidence provided by ARTC to both this Senate Inquiry and to the public, and
- Raises serious questions on both the potential reasons and possible corruption behind the unviability of the Inland Rail and the whole expensive and impractical changes of the route of the Inland Rail across formidable floodplains and from Toowoomba to Acacia Ridge in Brisbane. These questions do need to be answered; and
- The Issues raised above are extremely important, such that a call for a Royal Commission into the Management of the Inland Rail may need to be considered as a potential recommendation of the Senate Inquiry.

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I can email this same information to stakeholders. However because of the importance of the information relevant to the Inland Rail and the formal Inquiry, I request that this final Supplementary Submission to my Submission 98 also be accepted formally as part of the Inquiry. This information is very important to this Senate Inquiry and its conclusions and recommendations. In addition this information is important in assessing the integrity of the Inland Rail and the whole of the ARTC itself. It is also most important that the public are aware of this information within the context of the open Senate Inquiry.

A, Summary

The additional issues detailed in this Supplementary Submission and in the vast bulk of the Submissions to the Senate Inquiry are extremely important. ARTC in its submission has provided false and misleading information to the Senate. This may constitute contempt of the Senate as defined in the *Government Guidelines for Official Witnesses before Parliamentary Committees and Related Matters - February 2015*.

Because of the serious issues associated with the Inland Rail, and the fact that ARTC and the Inland Rail team are insistent that they continue business as usual, it may be an option that a call for a Royal Commission into the Management of the Inland Rail needs to be considered as one potential recommendation of the Senate Inquiry. Without such a Royal Commission, it appears likely that the ARTC and Inland Rail (without a strong change) will continue to try to treat both the Australian communities and the Australian Senate with contempt.

B. Background

The many problems and issues associated with the Inland Rail are very clear and have been raised in the Submissions to the Inquiry. These Submissions can be divided between:-

- Those who do not want the Inland Rail as planned (possibly close to 95% of Submissions) because of its serious and unwanted impacts;
- Those who do want it to go ahead because they can see a personal benefit for themselves or their associates or business in acquiring some of this “public money splurge from heaven” being spent by ARTC. This spurge of public money has extended to unilateral pork-barrelling without oversight (with grants to sporting clubs and other community bodies to buy “favour and obligations of submission or acceptance” in some affected rural communities);
- ARTC which states it has no alternative plans or options and no remorse under consideration. It has recklessly continued to provide misinformation to all including this Senate Inquiry, the local communities, the media, industry and to representatives and officials associated with local, state and federal governments across Australia; and
- Political supporters of ARTC who have voted against having this Senate Inquiry and have been busily promoting ARTC’s reckless behaviour. Even this week, a community member received a dismissive letter from Senator Amanda Stokes (Liberal Senator for Queensland) stating “..... *regarding the Inland Rail Kagaru to Acacia Ridge and Bromelton (K2ARB). The Inland Rail project already has the go ahead(followed by condescendingly standard but knowingly ineffectual comments)..... I would also suggest you contact the Community Consultative Committee, for which details can be found here <https://inlandrail.artc.com.au/k2arb-ccc>. “*

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Serious questions needing to be asked and answered concerning this reckless behaviour, must address possible contempt of this Senate Inquiry by ARTC, and what recommendations can this Senate Hearing recommend to stop this ongoing reckless behaviour by ARTC. These recommendations must consider whether there needs to be a Royal Commission into the Inland Rail to ensure that this reckless behaviour will stop and that it does not occur again with a government agency.

For an explanation as to why this reckless behaviour has been allowed to develop with the management and officials of the Inland Rail (a Commonwealth agency), the question also needs to be asked and questions sought as to who really would appear to benefit from this project. This final question may need the Royal Commission to find those answers, but some information of possible relevance is provided below.

C. Possible Contempt of this Senate Inquiry by ARTC

ARTC is wholly owned by the Australian Government represented by two Shareholder Ministers, the Minister for Finance and the Minister for Infrastructure, Transport and Regional Development. As such, it is a Commonwealth Government agency or enterprise. As such, its officials should be bound by “**Government Guidelines for Official Witnesses before Parliamentary Committees and Related Matters - February 2015**” see link <https://www.pmc.gov.au/resource-centre/government/government-guidelines-official-witnesses-parliamentary-committees-and-related-matters-february-2015> . These guidelines state:-

“

Officials’ accountability regularly takes the form of a requirement for them to provide full and accurate information to the parliament about the factual and technical background to policies and their administration..... The most common ways that officials will be required to answer directly to the parliament is through submissions to and appearances before committees.....

5.2.4 The giving of any evidence that a witness knows to be false or misleading is also a contempt (see Senate resolution 6(12)).

Each House has the power to declare an act to be a contempt of the House and to punish such an act.

“ End of quotation

The ARTC has continued to provide inaccurate, false and misleading information to the public, and has continued giving that information as false and misleading evidence in its Submission 128 to this Senate Inquiry. It definitely knows that this evidence is false and misleading. They (ARTC management) have full access to the Business Case of the Inland Rail as published on its own web site <https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/5de589db79424a8f1344e2e42e171fc205104b99/documents/attachments/000/029/855/original/InlandRailBusinessCase.pdf?1448785278> . They also have full access to the published reports of experts referenced and copied in the Attachment to my Submission 98. These published reports outline the obvious problems with the numbers (e.g. exaggerated benefits) which ARTC have deliberately selected from that Business Case.

Supplementary Submission to Submission 98 to Senate Inquiry into Management of the Inland Rail Project by the Australian Rail Track Corporation and the Commonwealth Government

C,1 False and Misleading Evidence Given by ARTC in its Submission 128 to this Senate Inquiry

The false and misleading evidence knowingly given by ARTC to the Senate Inquiry is demonstrated by:-

1. The Business Case of the Inland Rail (as in the link above) mentions the word “coal” a total of 531 times. The Submission 128 from ARTC to the Senate Inquiry does not mention the word “coal” once. This is a deliberate attempt to mislead the Senate and the Australian people of the significance of coal transport to the Inland Rail;
2. The sensitivity of economic analyses based on Discount Rates is shown in Table 9.8 in the Business case below from a range of low long-term Discount (Interest) Rate of 4% (low range) to 7% (normal and recommended) to 10% (high range). The ARTC has deliberately selected the low case of 4% to provide a high return in lieu of the recommended by many authorities Discount Rate of 7%. The term Discount Rate is not mentioned once in ARTC Submission 128 and is mentioned only in Submission 128 Attachment 1 only to state that the Discount Rate of 4% was selected, with no indication of the significance or sensitivity of the calculated economics to other discount rates. Both Submission 128 and Submission 128 Attachment 1 exaggerate the benefits by selecting the unjustified low discount rate of 4%. This is another attempt to mislead the Australian Senate and people.

Sensitivity tests of estimates of GDP with Inland Rail discounted using four per cent, seven per cent and 10 per cent discount rates are shown in Table 9.8. Higher discount rates increase the discounting of ongoing productivity impacts during the operating phase.

Table 9.8 Sensitivity analysis of GDP to changes in discount rate (2014-15 dollars, \$ billion, discounted)

	PV AT 4% DISCOUNT RATE (\$ BILLIONS)	PV AT 7% DISCOUNT RATE (\$ BILLIONS)	PV AT 10% DISCOUNT RATE (\$ BILLIONS)
GDP	16.4	7.0	3.7

Note: Requires complementary investment on the QR network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres.

Source: PwC analysis based on ARTC and ACIL Allen inputs, 2015.

3. It is also noted that these calculations above are based on significant additional expenditure by the Queensland Government or others as in the note below the table “Note: Requires complementary investment on the QR (ie. Queensland Rail) network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres”. Nowhere in the Submissions of the ARTC does it refer to these requirements as stipulated in the business case. This is another attempt by ARTC to deliberately and knowingly mislead the Senate about the exaggerated benefits of the project and the projects dependence both on increasing exports of thermal coal, and the dependence on major unbudgeted additional expenditure probably by the Queensland Government to provide expenditure to upgrade the Queensland Rail networks on both the Western Line and the Brisbane metropolitan network;
4. The employment and economic benefits in the Business Case are included in Table 9.7 below.

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Table 9.7 Summary of Australia wide economic impacts from Inland Rail

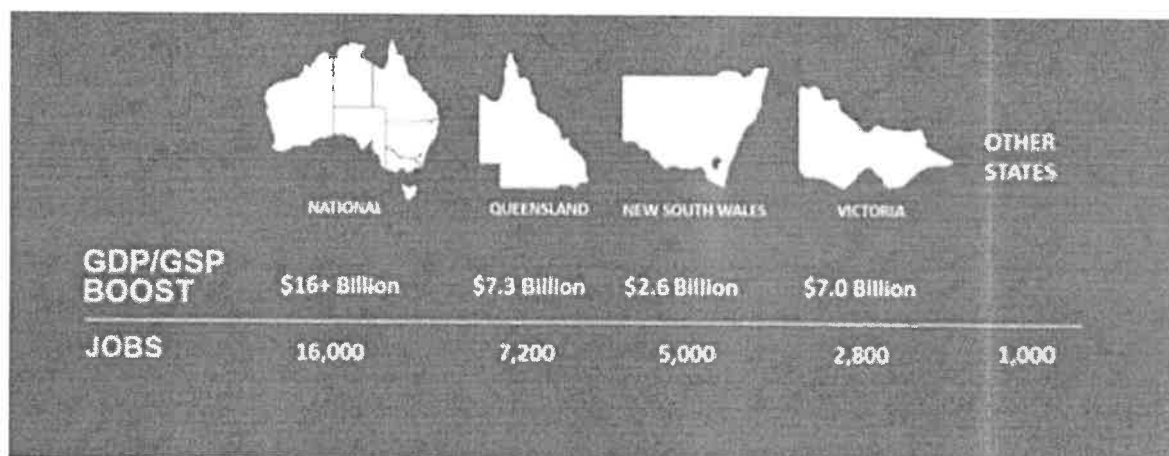
MEASURE		TOTAL CHANGE 2014-15 TO 2073-74	CONSTRUCTION 2014-15 TO 2024-25	OPERATION 2024-25 TO 2073-74
GSP (2014-15 dollars, \$b, discounted using 4 per cent real discount rate)		16.4	1.0	15.4
Annual employment ('000 FTEs)	Average*	0.7	0.8	0.6
	Peak	15.9	15.9	3.5

Note: *The CGE modelling provides forecasts to 2049-50 which has necessitated extrapolation of CGE results to the 2073-74 economic appraisal period. Reflecting an assumed return to long run employment following Inland Rail stimulus from construction and operations, the economic analysis conservatively assumes a linear return to zero incremental employment from 2049-50 to 2073-74. **Assumes complementary investment on the QR network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres.

Source: PwC analysis based on ARTC and ACIL Allen inputs, 2015.

The employment and economic benefits in the Submission 128 are shown in Figure 5 below.

Figure 5: Economic and employment benefits of Inland Rail (2015 Inland Rail Business Case)



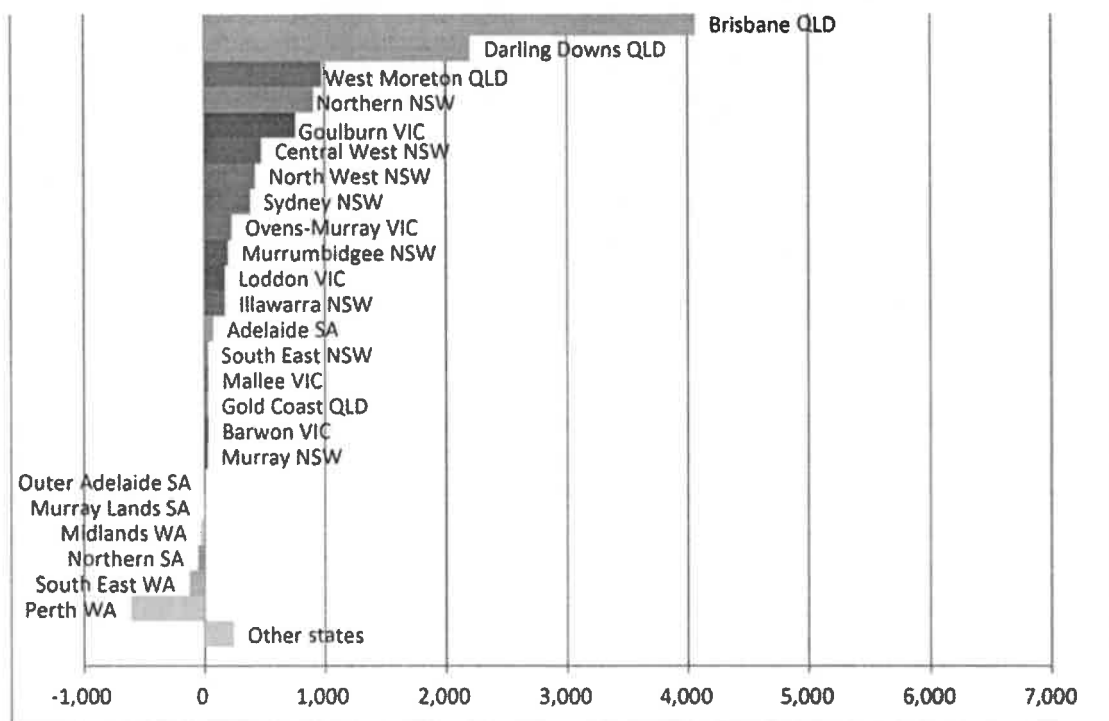
Nowhere in the ARTC Submission 128 does it state “Assumes complementary investment on the QR (i.e..Queensland Rail) network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres” which is in the actual Business Case Table 9.7 above. Again this was deliberately omitted by ARTC to provide misleading information to exaggerate the economic employment and to downplay additional required unbudgeted expenditure by others on the QR network;

- Whereas Table 9.7 above from the Business Case provides both average and peak employment numbers for various years, Figure 5 in Submission 128 provided by ARTC provides only the Peak number of jobs during the project which is calculated to exceed the average number of employment by a factor of twenty times as presented. Again that has been done by ARTC to deliberately distort the numbers in the Business case and knowingly attempt to mislead the Australian Senate and people

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- as to the employment associated with the project (by a factor of 20 times or 2,000 percent);
6. There are significant inconsistencies in the estimations of the numbers of jobs created (as well as the GDP/GSP BOOST economic benefits) as provided by ARTC in its estimates as shown in its Figure 5 above. Firstly in Queensland, ARTC estimates that 7,200 jobs will be created for \$7.3 billion benefit (one job per \$1,0139,000 million dollars); in New South Wales ARTC estimates that 5,000 jobs will be created for \$2.6 billion benefit (one job per \$520,000 benefit); in Victoria 2,8000 jobs will be created for \$7.0 billion benefit (one job per \$2,5000,000 benefit); and in the other states the claim is made that 1,000 jobs will be created (although the benefits in those states are shown to be nil, and are shown to be negative in Figure 14 on Page 36 of ARTC Submission 128 Attachment);
 7. The rather unconventional accounting practices of the ARTC are demonstrated in its regional benefits in its graph of Figure 14 on Page 36 of its Submission 128 Attachment. This Figure copied below suggests the major benefits will be in the Brisbane and Darling Downs and West Moreton regions. It is in these precise regions where benefits will be extremely negative as the local residents don't want it and won't use it (see farmers' Submissions to this Inquiry); where the uncosted serious impacts will be severe and are not included in the graph, and the expenses (for no benefit) to the communities will be huge. None of the issues in the previous sentence are in the graph. It is also in these same regions where the local communities have been ignored by ARTC. The accompanying text to the graph in Submission 128 Attachment suggests that Brisbane and Melbourne will be the main beneficiaries, but then the graph doesn't even include Melbourne (why is not known by me).

Figure 14: Economic impacts by region during Inland Rail construction and operation



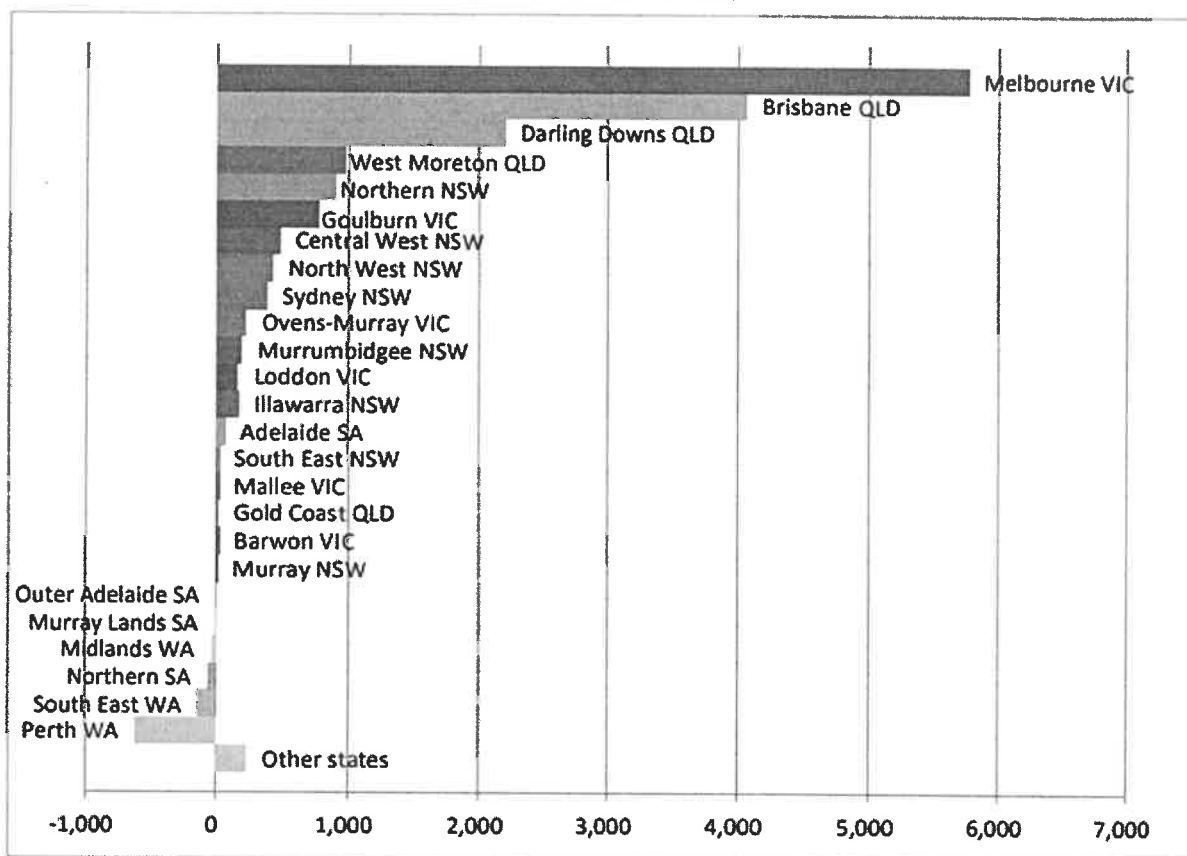
(Gross Regional Product, 2014-15 dollars, \$million, discounted using 4% discount rate)

This Graph is also very much in conflict with Figure 5 (shown in previous Page 3 of this Supplementary Submission) stating the benefits to Victoria are \$7.0 billion (the minor calculated benefits for the regions of Victoria do not add up to \$7 billion). This

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ARTC Figure 14 should be contrasted with Figure 9.10 as in the Business Case which does have a value (right or wrong?) for Melbourne and also includes the familiar caveat “Requires complementary investment on the QR (ie. Queensland Rail) network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres”.

Figure 9.10 Economic impacts by region over during Inland Rail construction and operation (Gross Regional Product, 2014-15 dollars, \$ million, discounted using four per cent discount rate)



Note: Requires complementary investment on the QR network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres.

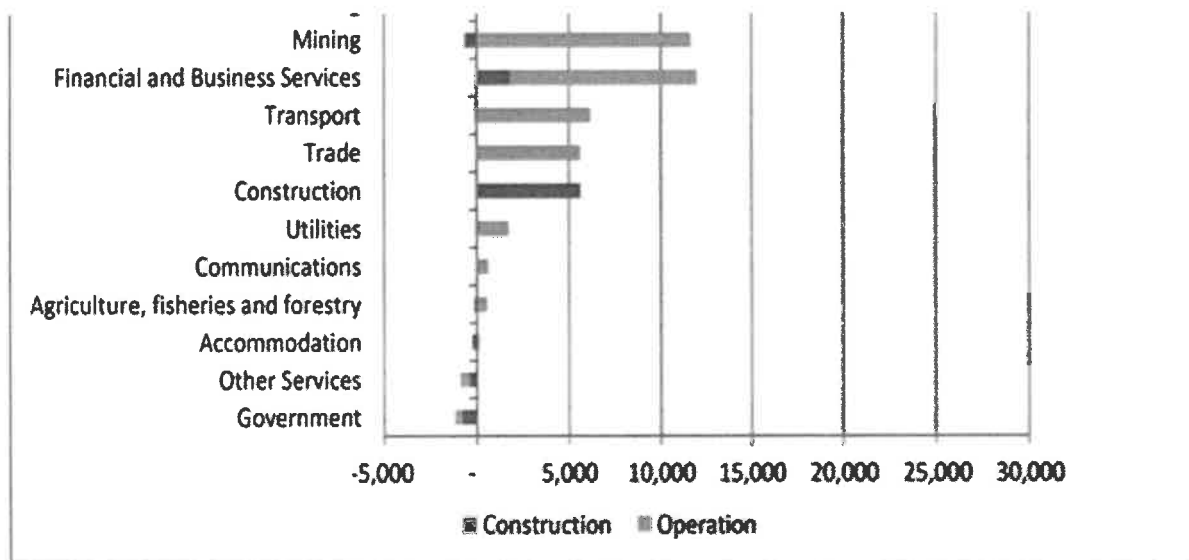
Source: PwC analysis based on ARTC and ACIL Allen inputs, 2015.

. For reasons identified above in previous sections, to mislead the Senate and the Australian people, ARTC have ignored this caveat in their presentation of benefits in Figure 9.10;

8. Despite not mentioning "coal" once in its Submission No 128, it is very interesting to note that ARTC then has appended (possibly by accident) in its Submission 128 Attachment, the very interesting details in the graph of Figure 15 on Page 37. This Figure (copied below) details very clearly that the mining industry (i.e. the thermal coal industry) will be overwhelmingly the main beneficiary from the operation of the Inland Rail, if it can be somehow forced to go to plan with the low discount rate of 4%. By contrast the agricultural industry is forecast to benefit by a miniscule amount. Yet the hype of the Inland Rail team and its political supporters to the public and the media, is that the Inland Rail will be of immense benefit to the rural agricultural industries and communities. Simultaneously these people try to hide the overwhelming benefits they are hoping to create for the thermal coal industry;

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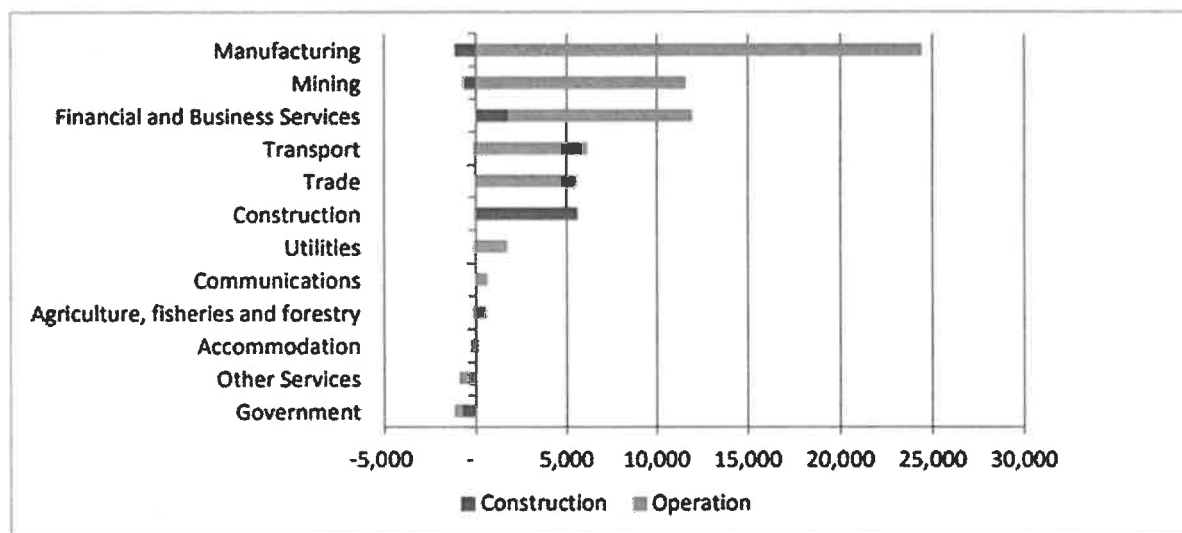
Figure 15: Economic impacts by industry during Inland Rail construction and operation



(Industry economic impact, 2014-15 dollars, \$million, discounted using 4% discount rate)

The graph of Figure 15 submitted by ARTC can be contrasted with the Figure 9.8 from the Business Case which includes a value (right or wrong?) for the manufacturing Industry which is not included on the ARTC supplied graph. As for the previously mentioned Tables and Figures, the Business Case Figure 9.8 includes the caveat “Requires complementary investment on the QR (i.e. Queensland Rail) network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres”. Again the ARTC has not mentioned that caveat simply to mislead the Senate and the Australian people in a familiar pattern of deception as to the exaggerated benefits of the Inland Rail.

Figure 9.8 Economic impacts by industry during Inland Rail construction and operation (industry value-added to GDP, 2014-15 dollars, \$ million, discounted using four per cent discount rate)



Note: Requires complementary investment on the QR network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres.

Source: PwC analysis based on ARTC and ACIL Allen inputs, 2015.

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9. Aside from the false and misleading information provided by ARTC in its Submission 128, this same information has been repeated in numerous active media releases by ARTC and the Inland Rail team. The ARTC and Inland Rail teams have continued to treat the affected communities and now even the Senate Inquiry with ongoing contempt (with their business and actions continuing as normal). Even in the ARTC Senate Submission 128, they have provided no new information but have continued to repeat the same disproven misleading information (lies) to the public. They have provided no options for any alternative Plan B, although they clearly had that opportunity within the context of this Senate Inquiry. They have provided no indication that they will change their operation as they wish to continue their blind path of destruction;

C.2 Other Issues Which May Be of Importance to the Senate Inquiry

There are additional supplementary issues I wish to bring to your attention. These may or may not be of some initial value in helping to identify or rule out who exactly may benefit from the current debacle of Inland Rail. These are listed below:-

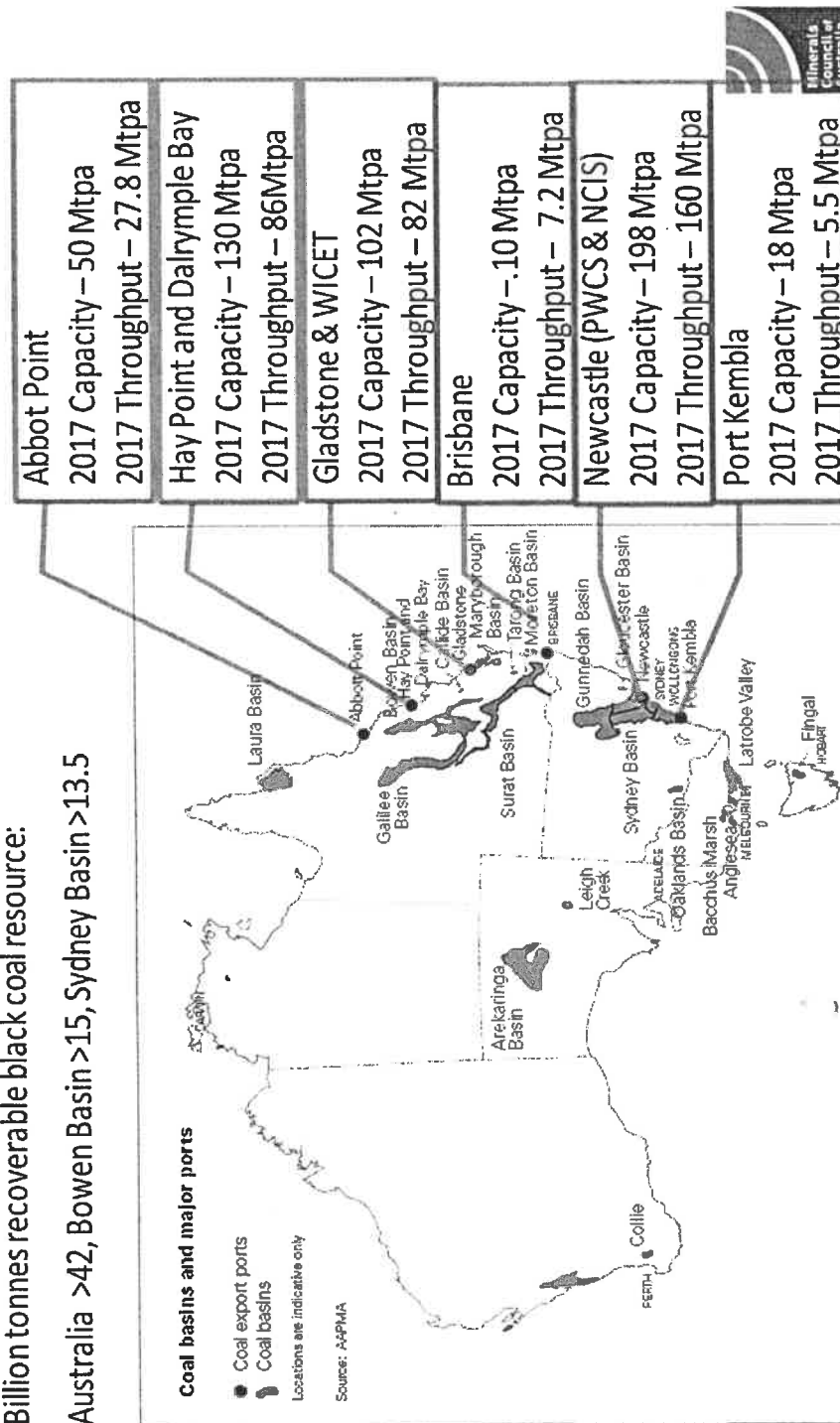
1. The proximity of coal fields to the Inland Rail as shown in the Figure below, suggesting that the Darling Downs and West Moreton coal fields are intended to be serviced by the Inland Rail (although Inland Rail itself hasn't identified the source of the coal and intended new water supplies required to service the new as yet unapproved coal fields);

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Australia's export coal infrastructure

Billion tonnes recoverable black coal resource:

Australia >42, Bowen Basin >15, Sydney Basin >13.5



Mining includes minerals, petroleum and refined metals.

- It is unusual that New Hope (Thermal Coal) Group who own and operate the coal handling facilities at the Port of Brisbane and who have major thermal coal interests at Acland on the Darling Downs and near Ipswich in the West Moreton region, do not appear to have made a public Submission to the Senate Inquiry, although they would appear to be a major benefactor (possibly the major benefactor) from the Inland Rail based on both the Business Case of the Inland Rail and the Submission 128 Attachment from ARTC. Why would a (or the) major beneficiary of the Inland Rail

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- project costing many billions of dollars of public money refuse to provide a public submission to an open public Senate Inquiry into that project?
3. It is also unusual that the Queensland Resources Council does not appear to have made a public Submission to the Senate Inquiry, although their interests in coal mining (as for New Hope Group) appear to be the major benefactor from the Inland Rail based on both the Business Case of the Inland Rail and the Submission 128 Attachment from ARTC, Why would the public representative of the thermal coal industry that has been identified as the major beneficiary of the Inland Rail project costing many billions of dollars of public money refuse to provide a public submission to an open public Senate Inquiry into that project?
 4. I do not know of the significance of the ABC report in 2015 that "The ABC revealed last year the New Hope Group and its Australian parent company, Washington H Soul Pattinson had donated \$700,000 to the Queensland Liberal National Party and the federal Liberal Party over a three-year period" see link <https://www.abc.net.au/news/2015-08-31/acland-mine-draft-authority-for-expansion-issued/6736146> . The Senate Inquiry could perhaps determine any significance of this;
 5. I do not know of the significance of the fact that upon checking the credentials of an ARTC employee who has addressed previous communities on Social Performance and is scheduled to address our local community, that her Linkin profile had her simultaneously listed as working not just for ARTC but also working with New Hope Group as a Senior Adviser. When I queried how many other New Hope Group employees were working with Inland Rail (a serious conflict of interest situation), my question was not answered. However the profile of the employee was changed a couple of times to remove reference to still working as an adviser to New Hope Group. I was then informed by ARTC by email that her Linkedin profile was in error, and perhaps that is the case. I note upon checking Linkedin a couple of days ago that there is another worker also listed as working for ARTC while being simultaneously listed as working for New Hope Group. Perhaps by co-incidence her Linkedin profile may also be in error, and may not be of significance. The Senate Inquiry could perhaps determine any significance of this; and
 6. The ARTC unilaterally cancelled the last scheduled meeting (November 2019) of the Community Consultative Committee (CCC) for the Kagaru to Acacia Ridge and had previously tried to cancel the August 2019 scheduled meeting. This was all done in violation of their own Charter written by them to hold public meetings every 3 months (quarterly) https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/70f02a59bf7f14eac5191488cb73613cbb2e170e/documents/attachments/000/112/193/original/QLD_K2ARB_CCC_Charter.pdf?1565066778 The cancellation and attempted cancellation of these scheduled public meetings was to stop public discussion on the Inland Rail. If ARTC can't follow their own Charter on public consultation, how are they to be trusted in any consultative role?

The additional issues raised in this Supplementary Submission are integral to the proceedings of the Senate Inquiry into the Management of the Inland Rail Project by the Australian Rail Track Corporation and the Commonwealth Government. These issues do require independent assessments within the framework of the Inquiry. As stated I have been asked by concerned members of the local Community to submit these issues as a Supplementary Submission to the Inquiry so they do not get ignored or "lost in the system".

Supplementary Submission to Submission 98 to Senate Inquiry into Management of the Inland Rail Project by the Australian Rail Track Corporation and the Commonwealth Government

D. Conclusion

The additional issues detailed above and in the vast bulk of the Submissions to the Senate Inquiry are extremely important. ARTC in its submission has provided false and misleading information to the Senate. This may constitute contempt of the Senate as defined in the *Government Guidelines for Official Witnesses before Parliamentary Committees and Related Matters - February 2015*

Because of the serious issues associated with the Inland Rail, and the fact that ARTC and the Inland Rail team are insistent that they continue business as usual, it may be an option that a call for a Royal Commission into the Management of the Inland Rail needs to be considered as one potential recommendation of the Senate Inquiry. Without such a Royal Commission, it appears likely that the ARTC and Inland Rail (without a strong change) will continue to try to treat both the Australian communities and the Australian Senate with contempt.

Yours Sincerely,

Lloyd Stumer
A Member of the Community Consultative Committee,
Inland Rail Section Kagaru to Acacia Ridge and Bromelton

(Apologies for any grammatical errors in this document prepared late at night)

Feedback of Community Concerns and Questions

for

Nicola Mitchell, ARTC

from

Lloyd Stümer

**B App Sc (Physics), Post-Grad Diploma in Meteorology, MSc
Fellow of Royal Meteorological Society**

Citizen's Consultative Committee Member

**Inland Rail Section Kagaru to
Acacia Ridge and Bromelton**

Version 21st February 2019

**Document "Feedback of Community Concerns and Questions for Nicola, ARTC from
Lloyd Stumer CCC Version 21st February 2019"**

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1. Summary

The madness of the Inland Rail by ARTC must be immediately halted and then cancelled, for reasons outlined in this Document.

The Australian Rail Track Corporation (ARTC) Inland Rail project from Melbourne to Acacia Ridge in Brisbane has been described by many respected Australian economists and journalists as being an unnecessary, wasteful and fraudulent project (i.e. a boondoggle). A boondoggle is a project which is considered a waste of time and money yet is often undertaken due to extraneous policy or political motivations. It is uneconomical.

The Business Case managed by ARTC demonstrates that the subsidized export of coal from SE Queensland will be the main beneficiary of the Inland Rail. The Inland Rail Business Case irrationally hopes to increase the export of coal (currently nil through the densely populated urban and rural areas planned for the rail) to be 37% of all freight carried by the Inland Rail (on a net tonne per km basis) by 2030. It then plans to maintain those new coal tonnages until 2050. This is despite the current falling world demand (since 2012) for coal and calls from earth's most respected climate and other scientists (on the Intergovernmental Panel on Climate Change IPCC) for combustion of coal to cease by 2050. The cessation of the burning of coal by 2050 is essential environmental advice to help slow Climate Change and is also essential to try to protect the last pockets of the doomed Great Barrier Reef.

Infrastructure Australia has estimated in 2018 that the boondoggle will require \$10 billion of Australian Government funds plus "still undetermined funds required from State Governments and the private sector". This makes the previous calls from the same people supporting Inland Rail, to provide \$1 billion of public money to build another rail line to also subsidize increased exports of coal from Central Queensland (i.e. the Adani Project) pale into insignificance. ARTC has already begun approving construction contracts for the Inland Rail despite the fact that many of the sections (11 of a total of 13, with 40% of the distance through greenfield sites with no rail) of the route have not yet been shown to be feasible.

The Inland Rail arrogantly dismisses both expert economic and serious expert environmental advice. ARTC arrogantly plans to transport all its coal from SE Queensland and goods from Melbourne along its new Inland Rail through very heavily populated areas of SE Queensland, 24 hours a day, in many cases only tens of metres from established homes and facilities. In its own literature, ARTC recommends that potential purchasers or tenants of premises near its freight line corridors should seriously consider moving elsewhere. Debilitating impacts which the Inland Rail will generate for local communities will include noise, the need for expensive property modifications due to noise and vibrations, issues of health from fugitive coal dust, issues of decreases in property values, issues of its intention to subsidize, facilitate and increase Greenhouse Gas Emissions, and issues of the termination of the rail at Acacia Ridge which will cause major increases in deadly road and rail congestion in surrounding already heavily-congested city suburbs and adjoining regions.

An independent Citizen's Consultative Committee (CCC) of which I am a member, was established to liaise between ARTC and the Community Kagaru to Acacia Ridge and Bromelton. This Document is part of that liaison, and in response to misleading advice received from ARTC.

Dear Nicola,

2. Background to this Document

Thank you for your reply to some of my concerns relevant to the lack of truth and transparency in the information being falsely promoted by the ARTC. This has also been unfortunately repeated and retained in the minutes of the November 2018 CCC meeting.

This Document is to detail for your records, some of the bases of Community concerns. This is necessary to provide a genuine multi-way conversation between ARTC, the CCC and the Community. Please also read the readily available press articles in Attachment A written by nationally respected or quoted journalists and experts. This is so ARTC staff and the Community understand that this Document is not merely a NIMBY defensive response essential from someone in a Community which ARTC is planning to trash. A summary of the headings of these national press articles is given on Pages 7 and 8 of this Document

The details I have discussed here are true public concerns of the Community (especially Kagaru to Acacia Ridge and Bromelton) which is very densely populated. This Community will be devastated by the unnecessary, uneconomical and fraudulent Inland Rail that ARTC proposes to inflict upon us. It is easy for ARTC staff and others (who are living remotely from this location and who are being paid and hoping to be paid more by the massive amounts of public money being splurged by the ARTC on this project) to dismiss us as merely remote, non-human collateral damage. ARTC even appointed a political supporter living a long way from our Community, to act as the paid Chairman of our supposedly independent CCC to set agendas and meetings to minimize Community feedback. It should not be expected that the intended victims in our own local Community and elsewhere consider these serious and devastating impacts of the Inland Rail with the same casual detachment shown by ARTC.

ARTC is seeking relevant Community concerns to be addressed to them. Therefore, I am including extra details in this Document to both adequately and easily convey and explain these very serious and genuine concerns. This is necessary for ARTC which seems to be ignoring these specific details and is not providing them to the CCC or Community. This "Reference Document" should allow both the ARTC and CCC members who are not aware of these details, to respond quickly and appropriately to members of the Community who may be seeking such information. All of this is very relevant to the total Inland Rail Project.

I will address your emailed comments of 21st December 2018 as also addressed to other CCC members. Your comments were in response to my concerns emailed to you concerning issues in the draft minutes of the CCC meeting of 12th November 2018. Your emailed contents in response detailing some of ARTC positions concerning the Inland Rail project are in red in this Document, and my comments and questions are in black.

The questions I have asked in this Document are intended to try to clarify ARTC's responses to various impacts and actions which so far it has not effectively conveyed to the Community or to me and the CCC. Many people in our Community, even those within tens of metres from the rail corridor, are totally unaware of the devastation proposed by ARTC, as it quietly and with little publicity attempts to gain bureaucratic approvals to wreak its havoc upon us. These questions are asked in the expectation that there can be effective dialogue between the Community and ARTC. These questions are not rhetorical questions presented to be ignored by ARTC, but genuine questions for which ARTC must provide honest (not evasive) replies which can be confidently passed to the public. There should be no philosophical, cultural nor commercial barriers to answering these simple questions.

2.1 Summary of the headings of National Press Articles in Attachment A, relevant to ARTC's Inland Rail Project

Published Documents Relevant to the ARTC Inland Rail Project Outlining:-

1. Some of the overwhelming advice from respected Senior Economists and Respected Publications concerning the economic unviability of the whole project;
2. The misleading information that has been provided and is still provided by ARTC and those who hope to get their snouts firmly into the public money; and
3. The actual unpublicised beneficiary of the coal industry and its supporters who are hoping to get subsidised rail transport via the \$10 billion of public money plus still undetermined funds required from State Governments and the private sector, to increase their subsidised exports of coal in a dwindling world market

Articles in this Attachment A include:-

Inland rail's dirty secret

The inland rail project is based on a sizeable subsidy to coal exporters just to get someone to use what its backers even admit is a white elephant.

Treasury gives budget warning on inland rail boondoggle

The government has been told its inland rail project will never make its money back, but has gone ahead and treated it as an investment anyway. So Treasury put a caveat in the budget.

Inland fail: the \$10 billion rail line to nowhere

The government is committed to a \$10 billion rail project that doesn't add up financially, at a time when Australia needs to improve its infrastructure assessment process.

Inland Rail corrupt? An independent ICAC could investigate but can an Integrity Commission?

Inland rail consultation process a complete farce, Queensland farmers say

"GOOD DEBT" IS A DODGY \$10B RAIL LINK

Inland rail a hollow promise

Barnaby Joyce's inland rail revenues won't cover capital cost, ARTC CEO says

The great train robbery: why farmers are fighting the Inland Rail route

Joyce's inland rail project won't cover its costs, operators admit

Barnaby Joyce's inland rail splurge better spent elsewhere

Why the Inland Rail project will never add up

LNP accused of jobs for the boys at Inland Rail

3. ARTC Email and Community Concerns and Questions

As mentioned before, I will address your emailed comments of 21st December 2018 as also addressed to other CCC members. Your comments were in response to my concerns emailed to you concerning issues and significant misleading information promoted by ARTC in the draft minutes of the CCC meeting of November 2018. These draft minutes (and the same misleading information) were then re-released as final minutes – see web pages https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/44144016b7a844302bd69e9650a7bd40dc779393/documents/attachments/000/095/056/original/181112_K2ARB_meeting_minutes.pdf?1544660581 Your emailed comments are in red in this Document, and my comments and questions are in black.

The total list of questions which ARTC must answer is repeated in Attachment B of this document. This Attachment is for ease of reply by ARTC and for ease of reference by others, There is no benefit (other than what would appear to be a cover-up) in the ARTC not providing a direct answer to each of these public interest questions.

Dear Lloyd

I am writing in response to the points you raised in relation to the Minutes from the first meeting of the Kagaru to Acacia Ridge and Bromelton (K2ARB) Community Consultative Committee (CCC).

Per the CCC Charter, conflicts of interest refer to any real or perceived conflict of interest in regard to business dealings, community interests, operational interests, commercial interests and/or landholder interests. The presence of such a conflict does not necessarily preclude an individual from membership of a CCC, but it must be publicly declared and recorded in the Minutes. ARTC is not aware of any instances of such conflicts of interest from the members of the K2ARB CCC, and you are at liberty to give us additional details if you believe that any conflicts exist.

3.1 Conflicts of Interest

Lloyd's Comments and Questions relevant to the red ARTC comments above

Thanks Nicola for your invitation to provide “additional details” concerning conflicts of interest of members on the K2ARB CCC. I mentioned in my previous email to you concerning the minutes, that members of our local community had brought to my attention that two companies (Peet and Flinders) with representatives on the CCC have huge conflicts of interest. They haven't declared these conflicts and unfortunately ARTC appear to be unaware of them. The ARTC must be aware of the conflicted interest of these two companies and their representatives and remove them immediately from the CCC in order to attempt to maintain some sort of integrity of the CCC and its process. To fail to do so, will make a complete mockery of the CCC process, and would suggest that ARTC are complicit and in support of such conflicts and false advice promoted by these two companies.

Company 1 (Peet Flagstone City Pty Ltd represented on CCC by Costas Alexandrou) Conflict of Interest

See website <https://www.peet.com.au/communities/brisbane-and-qld/flagstone-commercial/city-centre>

This above website (as well as information which has been photographed by others inside relevant development and sales premises associated with this company) proves the conflicted interests and clear falsehoods promoted to the Community by Peet relevant to the Inland Rail. This makes Peet and its representative unsuitable and ineligible to be represented on any CCC supposed to be providing factual information to the Community.

The Peet website states falsely with the clear intention of misleading the very Community to which the CCC is supposed to be responsible

“Flagstone City Centre

In the heart of QLD’s South West corridor, an urban hive is taking shape. The bustling core of Flagstone, covering 126ha, with 44,000sqm of retail space, and 58,000sqm of office space, completed with a proposed interstate rail service running through the middle.

Flagstone Central will be home to every kind of business from dazzling bars to light manufacturing. Complementing these will be medical, educational, research, technology, even employment services. And let’s not forget shopping, dining, and entertainment. Essentially, an inner-city precinct buzzing 16hrs a day.

Covering 126 hectares, with 44,000sqm of retail floorspace (the equivalent of nearly five rugby league fields) and 58,000sqm of office space, with the proposed interstate rail service running through the middle, this vibrant inner city precinct will be buzzing 16 hours a day!

The future Flagstone (rail) station will be an important transit plaza and interchange between rail and bus services linking to local neighbourhoods. One of the first elements to be constructed will be a road bridge over the railway line connecting Flagstone CBD with the existing residential development at Flagstone Rise.”

The Peet webpages then clearly and misleadingly provide a schematic of a passenger/public train station located in the middle of its development (see Figure 1 on the next page). This misinformation is clearly at odds with the stated intention of ARTC to ignore passenger and public transport. In fact the ARTC planned freight and coal train will make any such future passenger and public transport use of the corridor very difficult. This difficulty is due to the incompatibilities of the long slow-moving coal and double-stacked diesel freight trains (for which ARTC are seeking priority) over necessarily quicker electric passenger trains. These trains cannot use the same lines and stations without a very large amount of additional infrastructure to provide additional lines which ARTC expects others to fund and build. The Peet promotion to the Community that the planned busy interstate double-stacked container freight train and coal train corridor running through the middle of its relatively small parcel of land being a benefit and the catalyst for the promise of “**vibrant inner-city precinct buzzing 16 hours a day**” and in addition being “**an important transit plaza and interchange between rail and bus services linking to local neighbourhoods**” very clearly not only proves the clear conflicts of interests of Peet and its representative, but in addition is done in contempt of both the local Community and the CCC process.

Now ARTC (as well as Peet) is fully aware that the plans for the Inland Rail will trash the value of nearby residential real estate. In its own literature (see Noise Issue Point 1 on following pages in Section 3.3.1 of this Document), ARTC itself subtly warns potential purchasers or tenants of land near its freight corridors to seriously consider moving elsewhere. The movement of residents away from a noisy and polluting freight train corridor and associated congested roads, will certainly trash the value of the real estate near the freight train corridor.



Figure 1. Schematic on current Peet Website misleadingly showing a Future Train Station near the centre of Peet's proposed town, through which the ARTC Inland Rail will also pass.

Company 2 (Flinders Land Holdings Pty Ltd represented on CCC by Stephen Harrison) Conflict of Interest

See website <http://www.flinderslakes.com.au/location.html>

This above website (as that for Peet) proves the conflicted interests and clear falsehoods promoted to the Community by Flinders relevant to the Inland Rail which make Flinders and its representative unsuitable and ineligible to be represented on any CCC supposed to be providing factual information to the Community.

The Flinders website states falsely, with the clear intention of misleading the very Community to which the CCC is supposed to be responsible,

“Strategic Context

Flinders is strategically located next to the Brisbane to Sydney interstate railway line (which is planned to be upgraded to enable commuter connections); and also the proposed Southern Freight rail Corridor, a future freight logistics and transport network crossing the Flinders boundary and creating a strategic link to Bromelton Enterprise Area and through to the Port of Brisbane”.

See also the website <https://www.prosper.org.au/2016/01/14/rezoning-in-queensland-rife-for-further-investigation/>

where the respected Fairfax journalist Michael Pascoe details ***why he considers there should be a Royal Commission relevant to the activities of this same Flinders company.***

For Flinders as for Peet, the presence of the Freight Rail Corridor will devalue all the nearby land as acknowledged by ARTC in its own literature which advises potential purchasers or tenants near a rail corridor to look elsewhere. The freight corridor will decrease the amenity of the area and will also decrease any likelihood of a passenger/public rail system.

Both the Peet and Flinders Companies and their representatives have treated the Community (especially duped purchasers), and the ARTC and the CCC process with total contempt by spruiking misleading information concerning the Inland Rail and what they claim falsely to be its subsequent attraction of passenger rail services to their developments.

It is a downright embarrassment to the integrity of any Community Consultative Committee, that there should be members on that Committee representing such companies in the two cases above with such conflicts of interest, and promoting such conflicts of the truth to the community. This is not a trivial transgression, but a very major and deliberate misrepresentation of the truth to the public in the hope that the companies and its representatives, and not the public, will benefit from such misrepresentations. The two companies in both of these cases above are not representing the interests of any community or community members (other than themselves and company beneficiaries) on any Community Consultative Committee. They should never have been selected for the CCC or be allowed to remain on the CCC to continue to peddle their misinformation and conflicts of interest.

The questions below require rapid and accurate answers for the community. There is no need to ignore these simple questions:-

Question 1: Does ARTC recognise that major Conflicts of Interests within the CCC are occurring due to the selection and presence of both Peet and Flinders Companies and their two representatives on the CCC?

Question 2: Will the ARTC immediately remove these two Peet and Flinders companies and their two representatives from the CCC?

Question 3: Will the ARTC issue a public apology for misinformation provided on the websites of companies it had appointed initially as CCC members, and in addition identify the specific misinformation and request that these two companies remove their misinformation?

Question 4: Will the ARTC offer or fight liability for any compensation that may be sought by purchasers duped by these two companies and their representatives which/whom the ARTC has appointed to the CCC?

We are currently in the feasibility stage for the K2ARB section of Inland Rail. Environmental investigations will be conducted over the coming 12-18months. These studies will examine the potential impacts of Inland Rail in this area, including from noise, vibration, loss of social amenity, air quality and traffic. We will talk more at the next CCC meeting about this. Please be advised that there have not been any contracts entered into for the K2ARB section of Inland Rail, other than for the completion of these investigations.

3.2 Why has the ARTC commissioned construction on sections of the Inland Rail when the entire project and numerous sections or Operations of the project have not yet been assessed as “Feasible”

Lloyd’s Comments and Questions relevant to the red ARTC comments above

This is deceptive and misleading as already construction contracts **ARE** being let on the Inland Rail, despite the fact that many sections or parts of the project have not been assessed as being feasible.

See ARTC media release https://inlandrail.artc.com.au/mediareleases/news_feed/first-major-300m-construction-contract-signed-for-inland-rail-16-october-2018

The Inland Rail web page <https://inlandrail.artc.com.au/project-status> as at 25th January 2019 lists 11 of the 13 sections of the track being in a “feasibility” stage, and the whole project has already been shown to be uneconomical. However ARTC is still content to let construction contracts on the segmented line where it seems to have determined it is feasible.

No stage of the Inland Rail (even allowing for the fact that it is not economic) should be built when the whole project has not yet been shown to be even feasible.

If it is not economical, one would assume it is not feasible, but ARTC appears to use another definition for feasibility more closely aligned to what it can get away with.

It appears to be the intent of ARTC to try to bully or bulldoze its way through. Although supposedly ARTC is only in a feasibility stage on the K2ARB section through our Community, there is no plan B for another alternative plan or route for the rail line to prevent it passing through our densely and heavily populated urban and rural areas and so try to avoid wrecking our health, environment and lifestyle.

Question 5: If it is shown that the Kagaru to Acacia Ridge and Bromelton section is not feasible, what are the alternative plans for the Inland Rail?

Question 6: How can ARTC justify to already be constructing part of the Inland Rail while major parts or components (11 of 13 sections) of that project (40% of the route being greenfield sites) are still not yet regarded as feasible (with no backup option)?

Question 7: Doesn't the ARTC consider that already constructing parts of the Inland Rail is a problem when the total project, already economically unviable (see Attachment A to this Document), has not even been proven to be feasible?

Question 8: Shouldn't the mere fact that the economic business case for the project has shown that the project is economically unviable, prove the case that the project is also not feasible?

Question 9: What else does ARTC define as being feasible, when clearly it ignores the economics of the public cash cow to which it is attached?

Question 10: How much public money does the ARTC intend to spend on construction before abandoning the entire or major parts of the project when/if some of its plans and sections (as the Kagaru to Acacia Ridge and Bromelton section) are proven to be unfeasible?

The results of these studies will determine what mitigation may be required. ARTC will then be able discuss the recommended mitigation measures with the community. It is not correct to say that mitigation will not be offered.

3.3 Is it correct to say mitigation will or will not be offered

Lloyd's Comments and Questions relevant to the red ARTC comments above

ARTC are arrogantly proposing to run their devastating new Inland Rail (for which ARTC are planning 37% freight to be new coal exports by 2030) through our well-established urban and rural Community with no misgivings and very little or no forewarning of their intentions and impacts. This mere action strongly suggests that ARTC will offer no or only token mitigation, if it can get away with doing so. There is no justification for ARTC to cause chaos in our Community, and it is nonsense for ARTC to say "It is not correct to say mitigation will not be offered", when such destruction is not necessary in the first place.

As stated in the ARTC correspondence below "The Business Case was commissioned and managed by ARTC but prepared with ,,, consultants". Obviously the Environmental and relevant Social Impact reports will also be commissioned and managed with considerable oversight and lobbying by ARTC. Even despite the finding of the Business Case that the project is uneconomical (see Attachment A of this Document) ARTC has determined to continue to misrepresent the facts concerning the economic unviability of project. With a track record of disputing the findings of experts demonstrating it is harming the economy, it

is very likely that Inland Rail will also contest any findings of other negative environmental impacts of its actions.

There is rightfully scepticism at the prospect of any willing or voluntary “mitigation” from the same ARTC management, already ignoring economics and the damage that their projects do and will certainly bring, The scepticism of voluntary “mitigation” is based on its own literature and its operations some of which are listed below.

There is further rightfully scepticism that ARTC will attempt any “mitigation” given its track record for irrational and uncaring behaviour. Such irrational and uncaring behaviour is shown by the fact than when the world’s most respected climate scientists are calling for a ban on the combustion of coal by 2050, the ARTC is actually trying to build the Inland Rail Line to subsidise and increase the export and use of coal undiminished by 2050. ARTC proudly, irrationally and uncaringly boasts in its failed business case that it is planning to subsidize coal exports to provide 37% of all of its freight on the Inland Rail by 2030 (on a net tonne per kilometre basis), all of which it plans to deliberately transport through and devastate our local Community Kagaru to Acacia Ridge and Bromelton, and many other people as well.

Question 11: How much money from its own coffers does ARTC plan to use in total to mitigate issues and compensate people damaged by the operation of its Inland Rail as detailed in the sections 3.3.1 to 3.3.6 of this report?

Question 12: How much additional money from its own as well as public Federal and State Government funds does the ARTC plan to set aside in total to mitigate issues and compensate people damaged by the operation of its Inland Rail as detailed in the sections 3.3.1 to 3.3.6 of this report?

3.3.1 Issues of Noise

Advice from ARTC on its own various web links is:

1. Don’t live near a freight rail corridor;
2. ARTC don’t do any noise monitoring;
3. ARTC “duck-shoves” the responsibility for noise to its “operators” and the community;
4. ARTC doesn’t believe in building noise barriers;
5. ARTC believes in pushing 24 hours operations for its freight trains through residential areas, and to hell with noise impacts on the locals;
6. The noise contours (that I have seen) provided with public environmental impact reports managed by ARTC are deliberately vague and unreadable, such that the ready interpretation and transposing of the results by the general public is not possible. There are very disconcerting contours available from others concerning the noise impacts of the Inland Rail on our Community. ARTC should have similar noise information available in their preliminary studies but has so far refused to release it. These contours suggest that many tens of thousands of existing and new homes in the Kagaru to Acacia Ridge and Bromelton Area will need to be retrofitted and fitted with structural modifications, double glazing, noise insulation and keeping shut of all windows, and permanent air-conditioning. This expensive work will be required in order to satisfy current Queensland noise requirements for buildings and residences that exist near the current rail corridor, if the corridor is recognised and designated as the major change of use which ARTC is trying fervently to inflict on our residents. Refer to Web Pages <http://www.hpw.qld.gov.au/SiteCollectionDocuments/mp-4-4-buildings-in-transport-noise-corridors.pdf> concerning Queensland buildings in a transport noise corridor.

Noise Point 1 (from the listing of points 1 to 6 above).

See ARTC Web Link <https://www.artc.com.au/community/living-near-the-railway/>

This web link includes:-

“Living or moving Near the Railway

The railway can be a noisy place. Operation of trains (24 hours/7 days a week), level crossing bells and train horns can create annoyance for some residents. ARTC also undertake track maintenance often during the night time to avoid disruption to passenger services.

We’re doing a lot to reduce noise but sometimes it is unavoidable.

We encourage you to visit any property you’re considering purchasing or renting at different times during the day to see how rail noise may impact you.”

Noise Points 2, 3 4 and 5

See ARTC Web Page <https://www.artc.com.au/community/noise/>

This web page includes

Noise Points 2 and 3

“ We do not undertake noise monitoring at the present time. Instead, we’re focused on controlling noise at its source through track inspections, research and liaison with train operators”.

Noise Point 4

“Why doesn’t ARTC install a noise wall in my community?

Noise walls are physical barriers designed to protect properties from nearby noise. However, noise barriers are often not a suitable option for us. We prefer to take a proactive approach that tackles the source of the noise, such as the characteristics of the track or the train itself.

To investigate a noise issue, we need you to let us know the dates and times of noisy events. We can then undertake track inspections and talk to the relevant train operator to determine the likely source of the noise and what measures can potentially be taken to prevent it.”

Noise Point 5

“Why don’t trains have a curfew?

For practical reasons, passenger services operate during the day to satisfy the needs of the community, so most freight train services are required to operate outside of these times. While careful planning and scheduling means daytime freight rail services are able to run during the day as well, it remains necessary for many freight train services to operate after hours and at night. As a vital link in the national supply chain, it is necessary for rail freight to be transported on a 24-hour basis to meet demand and export timetables – in the same way as road freight.”

Summary of the above noise points is that based on its current practices, philosophy and own literature, ARTC will continue to try its utmost to ignore any responsibility for the noise it blames its operators and operations for generating during the day or night.

Noise Point 6

To demonstrate some sort of faith with the local community which the CCC is supposing to represent, it would be very easy for ARTC to release credible preliminary noise assessments relevant to the impacts of their proposed operations in our community. This will allow both the Community and ARTC itself to make informed decisions concerning genuine noise mitigation fears and requirements. It is noted that such a simple request does not require political and bureaucratic delays but simply the commissioning and release of a separate technical report (such as the ARTC should already have) that can be cheaply obtained by ARTC. ARTC has spent hundreds of millions of dollars on various non-critical aspects of the Inland Rail, and it cannot be any acceptable “oversight” if ARTC refuses to immediately produce its estimations of its noise (and vibration) impacts on our Community.

Question 13: Does ARTC have any preliminary noise assessments relevant for the impacts of its proposed trains in our area?

Question 14: Will the ARTC immediately provide (to the CCC and the Community) reliable contours indicating the noise impacts of its operations on the Community?

Question 15: If the ARTC will not immediately provide (to the CCC and the Community) reliable contours indicating the noise impacts of its operations on the Community, when will it do so?

Question 16: Will ARTC take seriously its own statement above “It is not correct to say mitigation will not be offered”, and thus guarantee to provide the necessary retrofitting and fitting of structural modifications, noise insulation, double glazing and constant air-conditioning (all paid by ARTC) to protect existing and future residents impacted negatively by the intended ARTC change of use of the current rail corridor?

Question 17: Will ARTC take seriously its own statement above “It is not correct to say mitigation will not be offered”, and thus guarantee to provide repairs to structural damage of assets resulting from vibrations created by their operations of the Inland Rail project?

3.3.2 Issues of Health arising from Coal Dust

Health issues arising from coal dust fugitive from train transport of coal have a serious health impact on many people due to respiratory problems following the inhalation of fine coal dust particles into the lungs. As well, many people drink rainwater collected from their rooftops in this region, which is currently not contaminated by coal dust from passing coal trains.

The 2013 Senate enquiry into solving coal dust problems from freight trains, recommended that all coal wagons on freight trains should be covered. The ARTC has fought the adoption of that Senate recommendation, demonstrating once again its bold indifference to its own impacts on the local populations near where it operates.

Question 18: Will the ARTC reverse its current persistent rejection of the recommendation of the 2013 Senate Enquiry Recommendation that all coal train wagons be covered with covers to prevent the negative health impacts of fugitive dust from those wagons, and immediately require that all coal wagons be covered?

Question 19: Will the ARTC guarantee to compensate residents for the health and nuisance values produced by its fugitive coal dust?

Question 20: Will the ARTC guarantee to compensate residents who will be unable to drink their tank water contaminated by coal dust?

3.3.3 Issues of Greenhouse Gas Emissions

Greenhouse Gas Emissions and resultant climate change are recognised by the great majority of world climate scientists and relevant experts (but ignored by ARTC) as being the most critical factor facing the survival and stability of the human race today and into the future.

It has been pointed out in the ARTC's own business case, and in some of the reports in Attachment A, that the main (and even the only) beneficiary of the \$10 billion public expenditure from the Federal Government and still to be determined large expenditures by the State Governments and private funds on this Inland Rail Project, will be subsidised coal exports. This subsidy of coal exports is irrationally sought by ARTC in a shrinking global market for coal since 2012. This shrinking market is due to the plateauing of the use of fossil fuels for Electricity Production since about 2012. See the graphs of Figures 2 (a) and 2 (b) on the following page by the International Energy Agency. See also the Web Page references and backgrounds for these graphs

<https://www.iea.org/newsroom/energysnapshots/world-total-coal-production-1971-2016.html> and

<https://www.iea.org/newsroom/energysnapshots/indexed-electricity-generation-by-fuel-2001--2021.html>

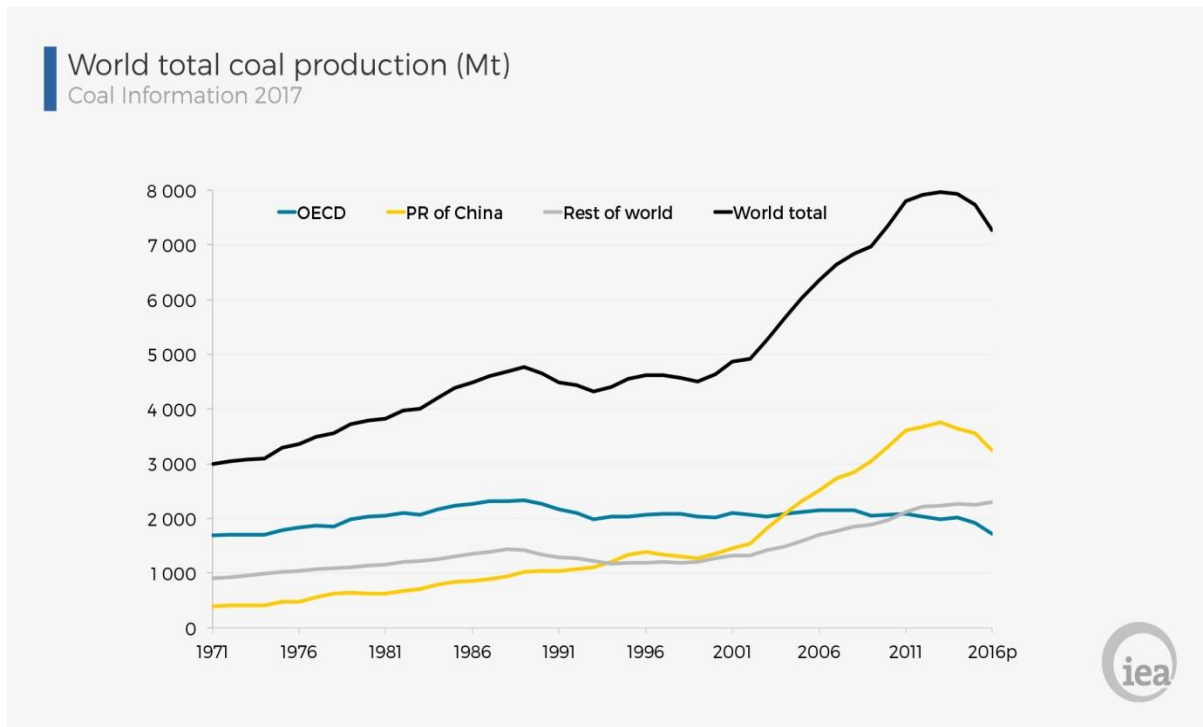


Figure 2(a) World Total Coal Production showing decrease in recent years (from about 2012) in Coal Production – Source International Energy Agency

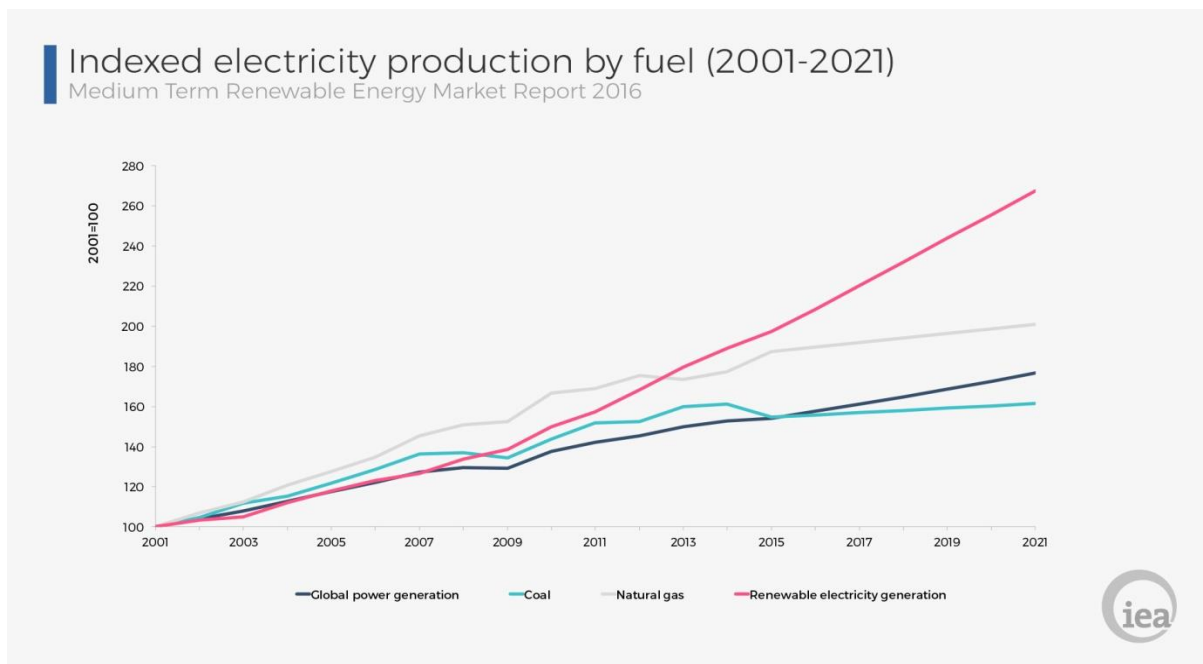


Figure 2(b): Electricity Generation showing dramatic increase in electricity from renewable energy sources in contrast to the plateauing of electricity from coal in recent years (from about 2012) – Source International Energy Agency

See also ABC Web page <https://www.abc.net.au/news/science/2018-10-08/ipcc-climate-change-report/10348720> which states as below:-

IPCC issues dire climate warning, says coal must go to save Great Barrier Reef

ABC Science

By online environment reporter [Nick Kilvert](#) and national environment, science and technology reporter [Michael Slezak](#)

Updated 8 October 2018 at 11:48 pm

First posted 8 October 2018 at 11:15 am



Extreme weather events will become more common and severe as temperatures increase.

Australia and the rest of the world must virtually eliminate the use of coal for electricity within 22 years if there is to be a chance to save even some of the Great Barrier Reef, the world's most authoritative climate science body has warned.

Key points:

- Greenhouse gas pollution must reach zero by about 2050 to stop global warming at 1.5C, a report by the UN climate body warns
- At 1.5C coral reefs are expected to decline by a further 70 to 90 per cent, the report says
- Experts say coal power needs to drop to between 0 and 2 per cent of existing usage

In a report authored by more than 90 scientists, and pulling together thousands of pieces of climate research, the UN's Intergovernmental Panel on Climate Change (IPCC) said global emissions of greenhouse gas pollution must reach zero by about 2050 in order to stop global warming at 1.5 degrees Celsius.

At current rates, they said 1.5C would be breached as early as 2040, and 2C would be breached in the 2060s.

If that happens, temperatures over many land regions would increase by double that amount. And at 2C of warming, the authors warn the world would risk hitting "tipping points", setting a course towards uncontrollable temperatures.

With the world already 1C warmer than pre-industrial times, experts said this report, released by the IPCC in Incheon, Korea, was likely our final warning before it becomes impossible to keep warming at 1.5C.

"To limit temperature change to 1.5 degrees we have to strongly reduce carbon dioxide emissions," said report contributor Professor Mark Howden from ANU. "They have to decline about 45 per cent by 2030 and they have to reach zero by 2050.

"We're not on track. We're currently heading for about 3 degrees to 4 degrees of warming by 2100."

Despite the seriousness of this situation, and the call by the most respected group of climate scientists in the world to cease combustion of coal by 2050 in order to save catastrophic damage to our planet, the ARTC irrationally and uncaringly actually boasts that it has built an uneconomical Business Case (ignoring economical advice from experts) to actually increase subsidised coal exports and maintain them to be 37% of freight on the Inland Rail by 2030. Inland Rail then boasts in its business case, to maintain that same volume of new coal exports such that coal will still be 25% of its freight by 2050 (still ignoring the very serious scientific advice from the scientists).

These graphs of Figures 2 and the findings of the 2018 IPCC Report on the previous pages are included here in this document precisely to provide clear information for everyone. This is essential because there are many people who have not seen or understood this information,

Unfortunately there is also a small band of anti-scientists, anti-experts and vested interests:-

1. Who deliberately ignore or alternatively are actually sadly uninformed of the seriousness of climate change;
2. Who deliberately keep advocating for more use and export and subsidy of fossil fuel and subsequent increases in Greenhouse Gas Emissions: and
3. Who deliberately ignore or alternatively are actually sadly uninformed of the falling world production and decrease for coal and coal-fired power stations.

These anti-scientists, anti-experts and vested interests can generally be lumped fairly closely together with the politicians and others who are supporting the development of this uneconomical inland rail line, whose main objective is to subtly subsidise and try to increase the export of coal. Generally there is some commonality in their actions in:

- disrespecting or not understanding expert advice;
- trying to encourage and not decrease the burning of fossil fuels;
- trying to get public funds to support uneconomical old and new coal fired power stations;

- trying to get \$1 billion of public money to fund the building of a rail-line for Adani; and
- now coming up with a misleading and uneconomical scheme (again against the advice of relevant experts) to provide \$10 billion of public Federal money and as yet undetermined State Government and private funds to try to subtly subsidize and increase the export of coal from Southern Queensland coal mines.

The business case promoted by the ARTC itself is to try to mislead and force the public to subsidise and increase coal exports (despite the obvious globally scientific and environmental reasons and also economical reasons) outlining the extreme stupidity of such actions.

In addition to the faulty business case, ARTC is now suggesting it thinks it should be acceptable to devastate the health, safety and lifestyle of our Community by running their toxic products through and adjacent to our homes. And ARTC is very serious about trying to get away with their unwanted impacts on us.

Question 21: Why does the ARTC ignore the world's best scientific advice that the burning of coal should cease by 2050, and instead propose to build an uneconomical multibillion dollar rail line using public money to subsidise and increase coal exports (currently nil through our suburbs) to reach 37% of all freight planned for the rail line by 2030?

Question 22: Does the ARTC have better economists and better scientists than the recognised world's best to somehow justify the irrational and uncaring behaviour in the previous question?

Question 23: Does the ARTC recognise the extreme seriousness of Greenhouse Gas emissions and their impacts on Climate Change?

Question 24: Does the ARTC recognise the actual significance of the IPCC (the foremost body of Climate Scientists on earth) and their 2018 conclusion that earth needs to stop the burning of coal by 2050 in order to save the last portions of the Barrier Reef and try to avoid the planet reaching a tipping point at which the world's heating climate system is likely to spin out of control?

Question 25: Does the ARTC actually recognise what the significance of a "tipping" point is?

Question 26: Has the ARTC actually admitted feeling any remorse or even reservations for campaigning strongly to build this monstrosity of an inland rail line to use public funds to try to create more Greenhouse emissions which will help accelerate Climate change and its destructive effects including total devastation of the entire Great Barrier Reef?

Question 27: Has the ARTC ever publicly or privately expressed remorse for its intended devastation of our local Community and individuals in other Communities?

3.3.4 Issues of Decrease in Property Values

ARTC in its own literature (see Noise Point 1 in Section 3.1.1 of this Document, has admitted the terrible noise consequences (although it doesn't do anything about them) of living near a large freight train corridor which it is determined to try to inflict upon us. It even advises intending purchasers and tenant of land near such corridors to think very carefully about all these negative issues before deciding to move. This is a very clear admission by ARTC that it will have a very negative effect on the liveability of residences in the vicinity of the freight rail corridor. It follows without question that ARTC does admit that its actions will have a real negative impact on the amenity and value of such real estate. Similarly there are many cases of structural damage being caused to dwellings and assets by vibrations from freight train activities, which will also cause significant devaluation of such properties.

Despite the fact that it intends to push heavily laden coal trains and double-stacked container freight trains within tens of metres of existing residential homes and facilities, ARTC reports in the minutes of the CCC Meeting of 12th November 2018, that ***“ARTC is not expecting to acquire or purchase any private land for this section”***.

Question 28: Will the ARTC guarantee to pay compensation from its own coffers (and not rely on additional public handouts) to pay compensation for decreases in property values for the many tens of thousands of properties in our Community (both urban and rural)?

Question 29: Will the ARTC rely on additional public handouts from the Federal and State Governments to pay compensation for decreases in property values for the many tens of thousands of properties in our Community (both urban and rural)?

Question 30: Has there actually been any process currently established by ARTC to ensure that affected owners of all devalued property and assets will be refunded from ARTC's own coffers?

Question 31: Will the ARTC reverse its “not expecting to acquire or purchase any private land for this section (to Acacia Ridge)” position as in the Minutes of the CCC meeting of 12 November 2018, and so reduce some of its terrible impacts on some of the residents in our Community?

3.3.5 Issues of the Termination of the Inland Rail and Subsequent Road and Rail Congestion.

There is much community concern (throughout our SE Queensland Region and not just near the rail corridor) concerning the termination (end point) of the Inland Rail and what its impacts will be. There is no backup option proposed by ARTC if it is deemed unfeasible for ARTC to achieve its stated objective of ramming its products down the throats (and houses, ears and roads) of the residents of the very heavily populated area Kagaru to Acacia Ridge and Bromelton, none of which are coal handling facilities or ports for export. There have been changes to routes. There has been talk of tunnels to be paid by others. There has been conflicting advice from the ARTC and others concerning Federal and State Government responsibilities and selection of the final route now being promoted by the ARTC. It seems the major political parties and individual politicians are already blaming each other for the misfortunes which ARTC is intent to bestow upon our local Community.

Specifically the LNP supporters are blaming the Labor Party for the debacle, and Labor supporters are blaming the LNP Parties for their obvious boondoggle and ensuing debacle.

There also are many uncertainties over what happens to product once it gets to Acacia Ridge. These uncertainties range from all products being unloaded at Acacia Ridge and then being transported by truck and other rail to final destinations (including the Brisbane Port and elsewhere), to all products mystically arriving at their final locations (including the Brisbane Port and elsewhere) without impacts and additional costs to be borne by others. The series of questions below is intended to clear up some of the uncertainties of both the termination and the subsequent impacts of that termination. The ARTC has ready access to this information and needs to provide it quickly to our concerned Community.

There are strong incompatibilities between the movement of relative fast and short electric public passenger trains over the existing SE Queensland rail network, and the slow moving long (several kilometres) coal and double-stacked freight trains powered by series of diesel locomotives which ARTC is trying to inflict upon us. The operation of the new coal and freight trains (for which ARTC is planning 24 hour preference of operations) will make the efficient operation of passenger trains in SE Queensland much more costly to maintain and upgrade.

Question 32: Was the ARTC responsible for the final selection of the route Kagaru to Acacia Ridge and Bromelton?

Question 33: Was the Federal Government (and what political party in what year) responsible for the final selection of the route Kagaru to Acacia Ridge and Bromelton?

Question 34: Was the Queensland Government (and what political party in what year) responsible for the final selection of the route Kagaru to Acacia Ridge and Bromelton?

Question 35: What does ARTC consider would render the route Kagaru to Acacia Ridge and Bromelton as being infeasible in its own eyes?

Question 36: How will the ARTC terminate its rail if the route Kagaru to Acacia Ridge and Bromelton is assessed to be not feasible?

Question 37: What responsibilities and functions of the Federal Government could determine that the route Kagaru to Acacia Ridge and Bromelton is not feasible?

Question 38: What responsibilities and functions of the Queensland Government could determine that the route Kagaru to Acacia Ridge and Bromelton is not feasible?

Question 39: What responsibilities and functions of the various local governments and their organisations could determine that the route Kagaru to Acacia Ridge and Bromelton is not feasible.

Question 40: How much additional money (e.g. in the order of approximate billions of dollars) does ARTC consider the Queensland Government and other authorities would need to expend to provide efficient future passenger rail services in SE Queensland to Brisbane due to the works, activities and priorities of ARTC on its Inland Rail?

Question 41: How many coal trains of various tonnages and lengths and in various years is the ARTC planning to run along the train line?

Question 42: How many double-stacked container freight trains of various tonnages and lengths and in various years is the ARTC planning to run along the train line?

Questions 43: How many coal trains of various tonnages and lengths and in various years is the ARTC planning to unload at Acacia Ridge?

- How many B Double trucks of what lengths and tonnages will be required deliver these loads of coal to Brisbane Port?
- What facilities at Acacia Ridge and elsewhere does Inland Rail intend to provide to allow transshipping of coal from its long coal trains onto the Brisbane Port?
- What percentage increase in truck traffic tonnages and numbers currently using the local Acacia Ridge Beaudesert Road area will these trucks cause?
- What is the expected increase in travel times at various times of the day on these already heavily-congested roads due to this increase in truck numbers?
- What would be the expected increase in vehicular accidents and road deaths probable from this increase in road congestion?
- What methodology will ARTC use to calculate and maintain an ongoing estimation of vehicular accidents and road deaths probable from its increased impacts on road congestion?

Questions 44: How many freight trains of various tonnages and lengths and in various years is the ARTC planning to unload at Acacia Ridge?

- How many B Double trucks of what lengths and tonnages will be required deliver these loads around SE Queensland?
- What percentage increase in truck traffic tonnages and numbers currently using the local Acacia Ridge Beaudesert Road area will these trucks cause?
- What is the expected increase in travel times at various times of the day on these already heavily-congested roads due to this increase in truck numbers?
- What would be the expected increase in vehicular accidents and road deaths probable from the increase in road congestion?
- What methodology will ARTC use to calculate and maintain an ongoing estimation of vehicular accidents and road deaths probable from its increased impacts on road congestion?

Questions 45: How many coal trains of various lengths and tonnages is the ARTC planning to unload at Brisbane Port?

- What will be the route of these trains?
- How much would this connection upgrade cost?
- When would the connection upgrade be completed?
- What will be the impacts of the expected doubling of coal transported by Inland Rail (in Brisbane in addition to coal already transported in Brisbane) on the current rail passenger services in Brisbane?
- Who will pay for the expensive connection upgrade?

Questions 46: How many double-stacked container freight trains of various lengths and tonnages is the ARTC planning to unload at Brisbane Port?

- What will be the route of these trains?
- How much would this connection upgrade cost?
- When would the connection upgrade be completed?
- What will be the impacts of these increased freight trains on the current rail passenger services in Brisbane?
- Who will pay for the expensive connection upgrade?

Questions 47: How many single-stacked container freight trains of various lengths and tonnages is the ARTC planning to tranship from Acacia Ridge and then unload at Brisbane Port?

- What will be the route of these trains?

- How much would this connection upgrade cost?
- When would the connection upgrade be completed?
- What will be the impacts of these increased freight trains on the current rail passenger services in Brisbane?
- Who will pay for the connection upgrade?

3.3.6 Issues of Compensation for Competitors, Businesses and Workers Adversely Affected by Actions of the Subsidized Inland Rail

It is the expressed intention of the subsidized Inland Rail to compete with existing road transport and existing rail transport as well as subsidize the export of new coal from SE Queensland.

Question 48: How much money is ARTC intending to spend to compensate road transport competitors damaged by Inland Rail's subsidized operations?

Question 49: How much money is ARTC intending to spend to compensate existing rail services transport competitors damaged by Inland Rail's subsidized operations?

Question 50: How much money is ARTC planning to spend to compensate workers (as existing coal workers in the Hunter Valley and Central Queensland) and businesses elsewhere than in the SE Queensland coal mines, who will be affected by the ARTC using public money to subsidize and increase new coal exports from the SE Queensland coal fields?

Question 51: Will the ARTC fund the compensation identified in the 3 questions above from its own coffers, or pass the buck for any such compensation to the Federal and State Governments as for the construction of its monstrosity?

You also made several comments/observations relating to information contained in the 2015 Inland Rail Business Case that need correcting. It should be noted that while we are dealing with a constantly evolving market situation, the Inland Rail Business Case was formally endorsed by Infrastructure Australia in May 2016 and Inland Rail rated as a Priority Project.

3.4 Infrastructure Australia in 2018 has Rated 30 Australian Projects excluding Inland Rail as being of High Priority. Infrastructure Australia has Rated 66 projects (including Inland Rail) as being lower Priority Projects.

Lloyd's Comments and Questions relevant to the red ARTC comments above

This is very misleading for ARTC to be overstating what is really the lack of significance of the case as evaluated by Infrastructure Australia.

See the web link https://infrastructureaustralia.gov.au/policy-publications/publications/files/Australian_Infrastructure_Plan_refresh-2018.pdf

See also the Press Articles in Attachment A of this report also detailing the lack of viability of the project.

The above ARTC statement completely ignores the fact that in March 2018 Infrastructure Australia actually listed **thirty (30) “High Priority” Projects and Initiatives for Australia which excluded the ARTC Inland Rail project**. The ARTC Inland Rail Project was linked as only one of sixty-six (66) lower Priority Projects. In addition the Infrastructure Australia document uses its recommended 7% discount rate (contrary to the wrong 4% used deceitfully by ARTC to deliberately mislead the public concerning the boondoggle’s lack of economic viability. Infrastructure Australia also states in its 2018 report that apart from the approximately \$10 billion of Australian Government funds, there were still undetermined funds required from State Governments and the private sector to fund the project.

A senior economist very familiar with this Inland Rail project has told me that some people (certainly not all) working on the Inland Rail Project are acknowledged “dishonest” people. Many are political appointments with allegiances mostly to the Liberal National Party or to coal. He said a high proportion of those particular ARTC people are of dubious character because they know what they are doing is wrong and misleading. He said the only reason some are doing it is to get their noses in the trough of public money or merely to have a job.

Question 52: Why does ARTC overstate what is really the lack of significance of the Inland Rail Project as listed by Infrastructure Australia?

Question 53: Does ARTC not recognise that the 30 High Priority Projects and Initiatives listed by Infrastructure Australia are actually “Higher” in the Priority of Infrastructure Australia than the 66 Priority Projects also listed by Infrastructure Australia?

Question 54: How much money (in billions of dollars) “as yet undetermined” by Infrastructure Australia in 2018, has the ARTC determined that Inland Rail requires from the State Government of Queensland?

Question 55: How much money (in billions of dollars) “as yet undetermined” by Infrastructure Australia in 2018, has the ARTC determined that Inland Rail requires from the private sector in each of the individual States of Queensland, New South Wales and Victoria?

Question 56: How much money (in billions of dollars) does the ARTC expect that local governments in SE Queensland will have to spend in order to help alleviate the chaos to existing road and rail transport that the Inland Rail will cause?

Question 57: Why do ARTC personnel and political appointees continue to support and promote the unnecessary, uneconomical and environmentally and socially unsound Inland Rail project, when there are much worthier and economical projects that they personally know require more priority?

Question 58: Is the senior economist’s evaluation true that some ARTC appointees and employees are of dubious character because they are aware that what they are doing is wrong and a misuse of public funds?

Question 59: Is the converse true that no ARTC appointees and employees are aware that what they are doing is wrong and a misuse of public funds?

Since being endorsed in 2016, ARTC has been selected by the Australian Government as the delivery agent for Inland Rail, in partnership with the private sector. The Inland Rail Service Offering, developed in consultation with industry, identified reliability, transit time, price and availability as the four key attributes underpinning the market requirements for improved rail freight services between Melbourne and Brisbane. Table 5.2 on p.98 of the Inland Rail Business Case sets out clearly the difference that Inland Rail is anticipated to make in terms of linehaul transit time, reducing the effective difference between rail and road transport on a door-to-door basis from approximately 15 hours to less than 4 hours in 2024/25 when the first trains are planned to run on Inland Rail. As you will note from Table 5.2, rail already enjoys a cost advantage over road in the movement of non-bulk inter-capital freight between Melbourne and Brisbane, but it's share of freight at approximately 27% remains stubbornly low due to poor transit time, reliability and availability in comparison with road transport. Inland Rail is being designed and built to ensure these impediments to a significant modal shift of freight from road to rail are removed.

3.5 ARTC wants to provide a faster rail transport service for some items, that is still not as fast as that currently available from its “not publicly subsidized” transport competitors

Lloyd’s Comments and Questions relevant to the red ARTC comments above

The figures above are a very poor excuse as to why ARTC would wish to waste \$10 billion of Federal public money, and as yet undetermined State Government funds and private funds on an uneconomic boondoggle to “pork-barrel” the coal industry and others profiting or hoping to profit from getting their hands on some of this public (i.e. other people’s) money.

Neither of the end terminals of the Inland Rail in Melbourne (Totenham) nor in Brisbane (Acacia Ridge) is at a port although faster export of some goods is supposedly one of the hollow benefits being proclaimed by ARTC.

By its own admission, the “door to door” transit time of goods Melbourne to Acacia Ridge after all the transshipping (triple handling) of goods to and from the rail yards at Melbourne and at Acacia Ridge, will still be 4 hours more than that offered by road transport. By ARTC’s own admission above, “it’s (sic) share of (non-bulk inter-capital) freight (between Melbourne and Brisbane) at approximately 27% remains stubbornly low due to poor transit time, reliability and availability in comparison with road transport”.

It should be mentioned here that many inland rail routes and schedules have been closed or reduced significantly precisely because they are uneconomical, whereas ARTC want the public to build for them this Inland Rail from Melbourne to Brisbane primarily and covertly to subsidize and increase the transport of coal from SE Queensland.

The Business Case doesn’t describe how many stops the supposed “express” trains between Melbourne and Brisbane will make to pick up and drop off extra freight or “bags of spuds” in hollow promises as described by one rightful sceptic. The number of such stops could greatly increase the travel times from Melbourne to Brisbane promised for the “express” trains.

Question 60: How many stops during the trips each way Melbourne to Brisbane return do the “express” Inland Rail freight trains intend to make to pick up and drop off extra freight or “bags of spuds”?

Question 61: How much extra time is it estimated that the stops each way Melbourne to Brisbane will add to each trip?

Question 62: Has this extra time been factored into the business case estimations of travel times for the “express” trains?

Question 63: Why does ARTC wish to spend \$10 billion of public money plus still undetermined funds required from State Governments and the private sector to:

- subsidize the transport of coal from SE Queensland;
- subsidize some other goods transport with a possible but debatable small increment in time savings between Melbourne and Brisbane; and
- simultaneously devastate the lives of local communities;

when there are much worthier projects as identified by Infrastructure Australia?

Chapter 9 of the 2015 Inland Rail Business Case clearly sets out the economic parameters and benefits accruing from development of Inland Rail, and makes it clear that the \$16.4 billion boost to Australia’s GDP over the course of construction and first 50 years of operation is calculated at the 4% real discount rate, with lower returns when calculated at 7% and 10% real discount rates (see Table 9.8 on p.190). The Business Case was commissioned and managed by ARTC but prepared with PricewaterhouseCoopers as the lead consultancy, supported by ACIL, Allen, Parsons Brinkerhoff and Aqenta.

3.6 The Business Case for the Inland Rail was commissioned and managed by ARTC

Lloyd’s Comments and Questions relevant to the red ARTC comments above

This is precisely the misleading information that ARTC has “commissioned and managed by ARTC” as stated above. As one very experienced economist told me, the 4% discount rate for long term projects is not valid, and Infrastructure Australia recommends a 7% discount rate. This is especially so when the faulty business case is based on a “forecast” 37% of freight (on a net tonne per kilometre basis) in 2030 on the Inland Rail being coal from as yet unapproved, unknown coal mines to unknown overseas customers in a world where coal demand is already falling, and there are very strong scientific (see IPCC report previously) and global pressures to stop coal combustion by 2050. As mentioned before, the Business Case managed by ARTC defiantly proposes to increase subsidised new coal exports to be 37% of its freight by 2030 and remain at the same tonnage until 2050.

The supposed mythical \$16.4 billion boost to Australia’s GDP assuming a mythical and wrong 4% discount rate is therefore wrong and meant to be misleading as “commissioned and managed by ARTC” in the explanation above. But please don’t take the view of a senior scientist (as me) concerning the respect that should be accredited to “unbiased and unprostituted” economists concerning the lack of viability and reasons for some political support for the Inland Rail. Please read the list of expert opinion from respected experts and stakeholders in Attachment A of this Document. Attachment A compiled by various authors, outlines:-

1. Some of the advice from respected Senior Economists and Respected Publications concerning the economic unviability of the whole project;
2. the misleading information that has been provided and is still provided by ARTC and those who hope to get their snouts firmly into the public money; and

3. the actual unpublicised beneficiary of the coal industry and its supporters who are hoping to get subsidised rail transport to increase their subsidised exports of coal in a dwindling world market

The business case by ARTC also ignores the damage that its publicly subsidized operation will cause to other freight operator competitors and many established workers and businesses. The business case also ignores the very major economic, social and environmental costs and impacts on both local, state and federal as well as global levels arising from trying to bulldoze its operations through our closely settled urban areas.

Question 64: Why does the ARTC continue to ignore the advice of experts (see Attachment A) and still try to continue with the myth that the project may be viable?

Question 65: Why does the ARTC business case not consider the costs of negative impacts that its publicly funded operations are having on:

- Other non-subsidized freight operator competitors; and
- The very major social and environmental costs on both a local, state, Federal and global level arising from trying to bulldoze its operations through our closely settled urban and rural areas?

In relation to your claims about greenhouse gas emissions needing to take into account the emissions generated in the production and using of coal, the 750,000 tonnes of CO₂ equivalent reduction referenced by ARTC are on a per annum basis from 2049/50 and based on a comparison of the greenhouse gas (CO₂ equivalent) emissions between the number of trains running on Inland Rail and the number of trucks that would otherwise be required to transport the same volume of freight by road. As coal is transported by rail, whether by the existing QR network or a future Inland Rail, it is not a component in the calculation

3.7 Inland Rail does not include coal as a component in the calculation of Greenhouse Gas Emissions

Lloyd's Comments and Questions relevant to the red ARTC comments above

This statement totally misses the point of the global significance of Greenhouse Gas Emissions. It is a dismissive insult to people aware of global Greenhouse Gas Emissions and their sources and their serious impacts. To suggest that building a major rail line to try to subsidize and increase coal exports will somehow decrease carbon dioxide equivalent emissions demonstrates a dangerous lack of understanding of emissions and relevant science.

There is an urgent need to reduce Greenhouse Gas Emissions. Contrary to this, it is the clear intention of Inland Rail to try to subsidize the export (and combustion) of coal and thus increase Greenhouse Gas Emissions. It is the plain statement in the Business Case of the Inland Rail that ARTC plans to provide its publicly funded facility to at least double the current coal transported through Brisbane. This will be done in a planned way so that exports of coal through the densely populated areas of our Community will rise from the current level of zero to reach 37% of all freight rail traffic by 2030.

How can ARTC, acting as Pontius Pilate, wash its hands of the entire consequences of its actions and simply state as above that coal "is not a component in the calculation" of its Greenhouse Gas Emissions.

The Inland Rail has deceptively used the miscalculation of its impacts on Greenhouse Gas Emissions to deplorably mislead the public that its operations will actually have a beneficial impact on reducing Greenhouse Gas Emissions. This is very similar to drug mules and drug barons claiming that their efforts to transport and increase the use of toxic material (in ARTC's case, Greenhouse Gas Emissions) will somehow decrease the use of the toxic material. The deception used by the ARTC in this case is consistent with the pattern of deceptions used by ARTC elsewhere in trying to promote its Inland Rail to a gullible public.

Question 66: Does ARTC actually recognise that the Greenhouse Gas Emissions from the combustion of coal is one of the major concerns of world scientists and should not be simply ignored in relevant calculations of impacts of operations?

Question 67: Does ARTC recognise that the impacts of its operations (the planned 19.5 million tonnes of extra thermal coal per year exported from SE Queensland through our urban and rural areas) could facilitate the emission of an extra 50,000,000 tonnes of carbon dioxide equivalent per year (excluding the significant emissions associated with the mining of coal itself)?

Table 7.8 on p.136 of the Business Case makes it clear that from 2029/30 the number of coal trains per week in Queensland remains steady at 87 per week through to 2049/50, with the forecast volume of coal being transported remaining steady at 19,500 tonnes (sic) from 2029/30 to 2049/50. As a proportion of total freight to be transported on Inland Rail (on a net tonne kilometre basis), coal is forecast to decline from 37% in 2029/30 to 25% by 2049/50.

3.8 ARTC plans to increase the transport and export of coal and then keep the volume transported at 19.5 million tonnes (not 19.5 thousand tonnes as in the ARTC response) per Year until 2050, despite falling world demand for coal and urgent calls by the world's most respected scientists to cease combustion of coal by 2050

Lloyd's Comments and Questions relevant to the red ARTC comments above

It is assumed that the reference to 19,500 tonnes per year in the red ARTC comments above is a typographical error which was meant to be 19.5 million tonnes of coal per year as ARTC promises to deliver on Page 126 of its business case. Note on Page 125 of the business case, recognition is given to falling world demand for thermal coal from SE Queensland, and the closure of mines, which on Page 126 Inland Rail suggests or assumes somehow that its presence, paid by the public purse, will be able to reverse.

It is obvious from this response that the ARTC plans to ignore both the declining world demand for coal, and the need to reduce coal combustion to zero by 2050 (see Section 3.3.3 of this Document).

Question 68: Does the ARTC recognise that the world demand for coal as described by the International Energy Agency has plateaued and continued to fall since about 2012?

Question 69: Why does the ARTC continue to ignore the advice of experts as the IPCC and plan to use massive amounts of public money to subsidize an increased export of coal until at least 2050, when the experts have demonstrated the very clear reason to stop the combustion of coal by 2050?

Question 70: Does the ARTC recognise the irrationality of its actions in trying to subsidize the transport and export of coal in the face of falling world demand for coal and scientific advice from the world's best scientists to stop the combustion of coal by 2050?

Question 71: Does ARTC recognise that its Business Case, already shown by its own figures and expert economists to be not economical, is even more flimsy when it is built upon a plan to have 37% of its total rail freight on the Inland Rail by 2030 based on subsidized increased transport and export of coal through our densely populated Community?

Finally, in relation to your comment about the dissemination of information, it is always ARTC and Inland Rail's intent to provide factual information to the public. Any person or organisation is of course free to disseminate their own information, which we would hope would be based on evidence and fact rather than conjecture and speculation, but it is not appropriate for such information to be distributed by or facilitated by Inland Rail.

I trust that you find the above information of assistance.

**Kind regards
Nicola**

3.9 Will the ARTC continue to try and bulldoze its Inland Rail boondoggle through our densely populated urban and rural Community Kagaru to Acacia Ridge and Bromelton, and thus try to wreak havoc on our residents

Lloyd's Comments and Questions relevant to the red ARTC comments above

Thank you Nicola for your response (although disappointing) to my initial concerns raised with you about the project. I hope this Document and the details and questions will be accepted with sincerity by ARTC. It is essential that all the questions in this Document be answered honestly and simply in order to lift the veil of confusion and secrecy currently concerning this project. There is some repetition in this Document and Questions for the sake of emphasis and clarity.

You would well understand that many residents within tens of metres from the planned freight lines have not even been informed or made aware of what devastation Inland Rail is planning to wreak upon them. Many local people are not even aware of the Inland Rail project because of the very minimal distribution of information concerning its existence. It is the duty of ARTC and the CCC individual members to inform all stakeholders honestly of the issues concerning the boondoggle that is Inland Rail. Their lack of knowledge as to what ARTC plans to inflict upon them should in no way be interpreted by ARTC as any public acceptance of their fate.

Question 72: Will the ARTC continue to try and bulldoze its Inland Rail boondoggle through our densely populated urban and rural Community Kagaru to Acacia Ridge and Bromelton, and thus wreak havoc on us and nearby residents?

3.10 There are no tangible benefits from the Inland Rail to our Community which it plans to devastate

My earlier correspondence with Nicola concerning the Minutes of the November 2018 CCC meeting included the statement “It appears that ARTC quite rightly are unable to quickly identify or state any tangible benefits of their project to the community”. The lack of a response to my statement confirms that even ARTC themselves see no benefit of its boondoggle to the residents of our Community which it is planning to trash. The possible minor exception to this would be anybody who is getting or hoping to get their hands on some of the huge amounts of public money that ARTC is promising.

Nicola Mitchell
Stakeholder Engagement Lead



[Redacted]

inlandrail.com.au

[Redacted]

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

artc.com.au

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[Redacted]

Hi Nicola and other CCC members,

Unfortunately I was not able to attend the CCC meeting on 12th November but I wish to make my comments on the draft minutes, as invited by Nicola to do. There are a quite a few very significant errors and in some cases just lies in some of the statements issued in the minutes which need to be corrected before these errors and lies become promoted as facts which will then reflect very badly on both the CCC people and its processes, as well as directly on the ARTC. I have included my relevant comments in the attached document, with clear identification of the errors and lies in the some of the statements, and my own personal comments on some of the other vague and misleading replies by ARTC to CCC member questions. I would wish for all the errors and lies in the statements of the minutes to be corrected, and if this is not done (and perhaps even if it is done in some fashion) I would like my own attached comments to be retained and accessible on the ARTC website pages relevant to the K2ARB minutes for public information and comments. It is quite probable that other CCC members may wish to also have their comments made available on the ARTC website.

Kind Regards,

A solid black rectangular redaction box covering the signature area.

4. Conclusion

A rational citizen can look rationally at the boondoggle, and the very serious impacts it will produce on our Community. Governments, political parties of all followings must act rationally and immediately to halt and then ensure rapid cancellation of this total madness which is the unnecessary Inland Rail. Immediate beneficiaries of such a cancellation will be:-

- our local Community and other communities near the proposed route who will avoid the devastating impacts which the Inland Rail is planning to inflict on us;
- the Queensland State Government which will avoid having to fork out “as yet undetermined funds” as described as being their responsibility by Infrastructure Australia” to try to both bail out the Inland Rail and to provide additional infrastructure in a bid to overcome the local chaos which the Inland Rail passing through our Community and stopping at Acacia Ridge will cause;
- the local governments in our region which may have to contribute significantly to additional infrastructure in a bid to overcome the local chaos which the Inland Rail will bring to this region;
- the Federal government which won't be saddled with billions of dollars of additional debt in trying to keep the boondoggle white elephant afloat;
- private funds which will not be hounded to contribute “as yet undetermined funds” as described by Infrastructure Australia in order to support ARTC and its fallacy of the Inland Rail;
- the national economy which won't be forced to waste its money;
- the global community as there will be less Greenhouse Gas Emissions which Inland Rail is actively planning to try to increase through the subsidy, facilitation and planned increase of new coal exports;
- ARTC itself which will be cleansed and not dirtied as it currently is by its current obsession and waste of public money, reputational damage and probable significant compensation claims associated with the madness of the Inland Rail; and
- hopefully even some of the last pockets of the once thriving Great Barrier Reef which is being devastated itself by the impacts of Greenhouse Gas Emissions which Inland Rail is actively planning to try to increase through the subsidy, facilitation and planned increase of new coal exports.

The only people to be disadvantaged by a decision to halt and then cancel the Inland Rail will be those who are hoping for themselves or their associates to keep or get their snouts into the amazing amounts of public cash being peddled, spent and promised by the ARTC.

There are no benefits at all for our local Community which will be trashed by the intended Inland Rail.

The benefits and the large number of people who will benefit from the cancellation of the Inland Rail will far outweigh the relatively miniscule number of people disadvantaged by not getting or keeping their hands onto endless amounts of public money promised by the Inland Rail itself.

Attachment A

National Press Articles

Relevant to

ARTC's Inland Rail Project

Summary of the Headings of National Press Articles in Attachment A, Relevant to ARTC's Inland Rail Project

Published Documents Relevant to the ARTC Inland Rail Project Outlining:-

1. Some of the overwhelming advice from respected Senior Economists and Respected Publications concerning the economic unviability of the whole project;
2. The misleading information that has been provided and is still provided by ARTC and those who hope to get their snouts firmly into the public money; and
3. The actual unpublicised beneficiary of the coal industry and its supporters who are hoping to get subsidised rail transport via the \$10 billion of public money plus still undetermined funds required from State Governments and the private sector, to increase their subsidised exports of coal in a dwindling world market

Articles in this Attachment A include:-

Inland rail's dirty secret

The inland rail project is based on a sizeable subsidy to coal exporters just to get someone to use what its backers even admit is a white elephant.

Treasury gives budget warning on inland rail boondoggle

The government has been told its inland rail project will never make its money back, but has gone ahead and treated it as an investment anyway. So Treasury put a caveat in the budget.

Inland fail: the \$10 billion rail line to nowhere

The government is committed to a \$10 billion rail project that doesn't add up financially, at a time when Australia needs to improve its infrastructure assessment process.

Inland Rail corrupt? An independent ICAC could investigate but can an Integrity Commission?

Inland rail consultation process a complete farce, Queensland farmers say

"GOOD DEBT" IS A DODGY \$10B RAIL LINK

Inland rail a hollow promise

Barnaby Joyce's inland rail revenues won't cover capital cost, ARTC CEO says

The great train robbery: why farmers are fighting the Inland Rail route

Joyce's inland rail project won't cover its costs, operators admit

Barnaby Joyce's inland rail splurge better spent elsewhere

Why the Inland Rail project will never add up

LNP accused of jobs for the boys at Inland Rail

Inland rail's dirty secret

The inland rail project is based on a sizeable subsidy to coal exporters just to get someone to use what its backers even admit is a white elephant.

BERNARD KEANE

MAR 20, 2018



As the federal government pushes forward with Barnaby Joyce's white elephant political legacy of a \$10 billion inland rail line, overlooked is the extent to which subsidised coal exports will play a key role in the finances of the project.

Despite using optimistic demand scenarios, the government has been unable to conjure a business case for the inland rail line, which will ostensibly connect Melbourne and Brisbane via central New South Wales, albeit stopping at Acacia Ridge in outer Brisbane, with a connection to the Port of Brisbane not slated until the 2040s. According to the [business case](#) prepared in 2015 by rail infrastructure owner Australian Rail Track Corporation for a committee headed by former Nationals leader John Anderson, the inland rail project as a whole will wipe out \$6.5 billion in taxpayer funding over its life, with total revenues less than half of the cost of building and operating the line, and assuming there are no blowouts and delays to construction.

In order to avoid the embarrassment of moving this huge loss onto the budget, the government has used a financial sleight of hand and justified treating the loss as an investment, by using the ARTC's overall financial position as cover, rather than having the project stand on its own merits in the budget. Recognising the financial weakness of the business case, the ARTC in its business case instead argued that the project would produce revenue well in excess of maintenance and operating costs, as long as the capital investment was written off.

That's where coal comes in. The second-largest revenue item for the inland rail project in the business case is nearly a billion dollars in revenue from coal haulage. That's conditional on an expansion in thermal coal exports. "There is potential for Inland Rail to be a catalyst for additional coal exports from south east Queensland through the Port of Brisbane," the business case states.

Inland Rail will provide a more direct and cost effective route particularly when crossing the Toowoomba Range, and complementary investments in branch lines would further assist to take advantage of Inland Rail capacity improvements in axle load and train length. Up to 19.5 million tonnes of coal is expected to use Inland Rail as a result of offering a more efficient rail connection to the Port of Brisbane, compared with the existing 8 million tonnes.

Those assumed "complementary investments" are Queensland government expenditure on Queensland Rail lines and suburban to increase the capacity for coal haulage, which Queensland taxpayers will be on the hook for.

But crucially, the ARTC plans to subsidise coal exports in order to get more traffic on the inland rail route. The business case states:

In the financial analysis, access charges have been set to maximise rail volumes rather than to maximise financial revenue. For example, charges per tonne have been matched with coastal route charges and coal access charges have been set to maximise volume of coal that can be accommodated within the assumed cap of 87 coal train paths while providing sufficient revenue to cover Inland Rail below rail operating and maintenance costs. This approach favours rail mode shift thereby maximising economic benefits.

The size of this taxpayer subsidy to coal exports will be substantial: the ARTC plans a 35% subsidy on the normal coal access price that coal miners are required to pay. Charging coal exporters full price would generate an extra \$450 million in revenue for the project, while leading to a fall in the level of coal exports compared to that of the project's "core scenario". The entire project is sensitive to coal price movements – a low coal price could strip \$600 million from the project, while a strong coal price, coupled with more realistic access charges, could deliver an extra \$1.1 billion. As the business case stands, however, coal exporters will be the big winners, with a substantial subsidy from taxpayers for a project that not merely can't stand on its merits, but is explicitly designed not to.

Treasury gives budget warning on inland rail boondoggle

The government has been told its inland rail project will never make its money back, but has gone ahead and treated it as an investment anyway. So Treasury put a caveat in the budget.

BERNARD KEANE

MAY 10, 2017



As *Crikey* anticipated [yesterday](#), not merely did the government go big on the Train to Nowhere in the budget — \$8.4 billion over seven years — but treated it as an equity injection, which means it is in the capital budget and doesn't affect the budget deficit.

That's \$8.4 billion that could be spent on any number of both regional and urban infrastructure projects with higher — in some cases much higher — benefit:cost ratios than the lousy 1.1 that the government claims. When even the proponents of a project admit they can only dodgy up the numbers to get to just over breakeven, you know a project is a dud. Especially rail.

One can only imagine the annoyance of Treasury staff in having to pretend that spending on the Train to Nowhere will actually produce any return — which is the only basis on which the government's allocation can possibly be considered an equity

investment rather than a simple grant that would add to the budget deficit. Even the government's hand-picked "implementation group" headed by former Nationals Leader John Anderson concluded that the line would never pay for itself. This is what Anderson and co [told the government in 2015](#):

"the expected operating revenue over 50 years will not cover the initial capital investment required to build the railway — hence, a substantial public funding contribution is required to deliver Inland Rail."

The group did conclude it would produce enough revenue to pay for its operational costs — but that's a statement of the bleeding obvious for rail, because rail is primarily about fixed costs, with maintenance costs forming a relatively small proportion of the overall costs of any rail line. *But* — those costs will mean that any return to the government even after the fixed cost is written off will be trivial or non-existent (take a tip from someone who once worked in rail policy for the Commonwealth — this sucker will never make a cent for the government). So the government has been told the line will never go close to making its money back — yet it still went ahead and pretended it would earn a return on equity. So in the [Statement of Risks](#) section of the budget, where Treasury gets to flag concerns about the numbers throughout the document, this is what they said about the project:

"Project costs will not be finalised until procurements, alignment and reference designs are completed. The project is sensitive to increases in project cost and lower revenues from users, and these risks could decrease the returns on the Government's investment in the project."

And there's another thing tucked away in Anderson's report. It says the project will create "an annual average of 800 jobs during construction and 600 operational jobs each year." Let's round that up to 800 jobs ongoing. That means the taxpayer is spending \$10.5 million per job — or about 128 times average annual earnings. Still, the Nationals are happy, right?

Inland fail: the \$10 billion rail line to nowhere

The government is committed to a \$10 billion rail project that doesn't add up financially, at a time when Australia needs to improve its infrastructure assessment process.

BERNARD KEANE

SEP 23, 2015



Infrastructure looms as a key challenge for the new government, given the failure of Tony Abbott's "infrastructure prime minister" pretensions and a consensus from independent policymakers, such as the Reserve Bank and the International Monetary Fund, that a "pipeline" of rigorously assessed projects should be an important part of the government's economic growth strategy. There have also been calls from Infrastructure Australia and the Productivity Commission for better assessment processes and greater use of infrastructure pricing.

Nationals Leader Warren Truss remains the Minister for Infrastructure, although Prime Minister Malcolm Turnbull has signalled a significant change in tack from a Coalition government by appointing young South Australian Liberal MP Jamie Briggs as Minister for Cities and the Built Environment, as well as declaring an end to the Abbott government's obsession with roads at the expense of other transport infrastructure. Briggs is an economic hardhead who bravely supported an end to handouts to the car industry in his home state. His brief offers some potential that road pricing might make an appearance on the Commonwealth's infrastructure agenda.

The Nationals don't see infrastructure as a key economic input, in which investment should be targeted at where it will produce the best results, but as a key political input, to demonstrate to constituents the benefits of being in alliance with a more economically liberal party than themselves. So far though under Truss, infrastructure investment has been limited essentially to announcing projects already funded under Labor. There are competitors for infrastructure spending, however: the Abbott

government announced a \$5 billion Northern Australia infrastructure fund in the budget. New resources minister Josh Frydenberg, a coal spruiker, [has already flagged wanting to use the fund](#) to prop up unviable coal projects like Adani's Carmichael by funding the rail infrastructure needed to transport coal to the coast for shipment — despite coal mines with existing infrastructure lying idle in Queensland and New South Wales.

The professed devotion to independent and rigorous assessment of infrastructure investment from both the Coalition and Labor sits poorly with one project that both sides are committed to: the inland rail project, a rail line made up of existing and new infrastructure between Melbourne and Brisbane intended to carry freight. The idea, first championed by former Bjelke-Petersen adviser and latterly seniors advocate Everaldo Compton in the 1990s, is backed by both Labor and the Coalition, and then-infrastructure minister Anthony Albanese announced a construction timetable in 2010 (the Coalition bagged Labor for taking too long to build it, then promptly adopted Albanese's exact timetable on the eve of the 2013 election).

A couple of days before the ouster of Abbott, Truss announced a ["delivery plan"](#) for the project — now bizarrely described as "iconic" — that would cost \$10 billion over 10 years, based on [a business case](#) developed by the Australian Rail Track Corporation, which stands to benefit significantly from designing and building the project.

The problem is, inland rail is a dog, even under the optimistic ARTC business case. Like the high-speed rail study that assumed airlines wouldn't lower prices to compete with a Sydney-Melbourne high-speed train, ARTC assumed that there'd be no upgrading of the competing road routes, such as the Newell Highway, and thus no expansion of road freight capacity. Even based on that, the business case found a benefit:cost ratio of 2.62, based on a 4% discount rate, but just 1.02 based on a higher 7% discount rate. It found the project, during both construction and operation, would lift GDP by just \$16 billion and produce an average of 700 extra jobs, plus 16,000 at the peak of construction.

And that assumes the project will be built on time and on-budget and will attract the freight volumes forecast. A [2009 European study](#) found that transport infrastructure projects almost always overrun their budgets, have not improved in that regard in recent decades, and almost always forecast demand wrongly, in the case of rail by overestimating demand, and that too has not improved in recent decades. Even the ARTC concluded that:

"Financial analysis indicates that Inland Rail would not generate sufficient access revenues to cover the full costs of the Programme [sic], including capital, operations and maintenance costs. Excluding capital charges, however, Inland Rail would be cash flow positive from commencement of operations with access revenues sufficient to cover ongoing operations and maintenance costs..."

That is, the project only makes money if you magically wish away the cost of building it. We saw a similar conclusion about high-speed rail, which also could not generate revenue to cover its capital costs. At least the high speed rail study, done under Labor, was at a time of somewhat higher interest rates.

The problem with this thinking is that if you're happy to wish away the \$10 billion cost of building inland rail, because it's "iconic" or because the Nationals will throw a tanty if you don't, you have to wish the cost of capital away for other projects as well. On a level playing field, a dud like inland rail is still a dud. Many of the projects listed [Infrastructure Australia's priority list](#) from December 2013 would fare

substantially better in assessment if proponents didn't have to worry about capital costs.

If the Turnbull government is serious about getting the best bang for its infrastructure buck, the \$10 billion (minimum) inland rail would cost taxpayers would be far more effective directed to the long list of other projects, of varying price tags, that will deliver much more both in urban and regional areas.

Inland Rail corrupt? An independent ICAC could investigate but can an Integrity Commission?

Dec 13, 2018 | [Comment Analysis](#), [Featured](#), [Government](#)



Inland Rail (image courtesy <http://nationals.org.au/one-stop-shop-for-inland-rail/>)

Prime Minister Scott Morrison caved in to crossbench pressure this morning announcing a Commonwealth Integrity Commission. Labor's presser followed shortly after with Labor Leader Bill Shorten claiming it was too little, too late, too limited in scope, too limited in power, exempted the current government from scrutiny and lacked transparency. Labor pledged in January to create a [federal version of the Independent Commission Against Corruption \(ICAC\)](#) if his party was elected next year. Why are the Nationals so afraid of an independent federal ICAC? Is it because of their long history of maladministration and rorting grants? *Crikey's* [Bernard Keane](#) investigates.



[Political Alert](#)@political_alert

· [8h](#)

[Replying to @political_alert](#)

Opposition Leader @billshortenmp says the Government's Commonwealth Integrity Commission is "too little, too late, not a fair dinkum anti-corruption commission." #auspol



[Political Alert](#) @political_alert

"The Prime Minister needs to explain why he wants to set up a national anti-corruption commission which curiously exempts himself and the current government from any scrutiny by the new anti-corruption commission." OL @billshortenmp #auspol

64

[1:01 PM - Dec 13, 2018](#)

Twitter Ads info and privacy

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Twitter Ads info and privacy

IT RECEIVED little attention due to the chaos within the government, but federal Nationals recently made some of the more extraordinary comments of recent political times.

They are opposed to an independent, federal anti-corruption body because they are terrified it will investigate the way in which they pork-barrel National electorates with government grants. Exercising ministerial discretion to ignore departmental advice in allocating grants, they fear, will be investigated as corruption. Barnaby Joyce warned that *“every time you do something, it has the potential to call corruption – when it’s actually a political decision to bring some parity to people in regional areas.”* Queensland MP George Christensen demanded infrastructure grants — worth billions of dollars a

year across the Commonwealth via a variety of programs — be wholly exempted from the remit of an integrity body.



George Christensen and Barnaby Joyce

As the Nationals know perfectly well this is a furphy. The Independent Commission Against Corruption (ICAC) in NSW has been clear that ministers have the discretion to act contrary to departmental advice. This was [confirmed by ICAC](#) following its report into NSW Labor's coal mine lease scandal. ICAC's concern was about ministers pressuring officials to [change their advice, not disagreeing with them](#). Indeed, the [current ICAC regulations](#) in NSW *explicitly* enshrine the right of ministers to disagree with their departments.

So why are the Nationals lying about this and using it as a figleaf for their terror of an integrity body?

An examination of the record of National Party rorting of grants shows why. The administration of the "Regional Partnerships Program" under the Howard government was one of that government's [worst scandals](#), with Nationals ministers favouring Coalition electorates, handing out money even when no applications had been received, or funding projects that failed even the very vague program criteria, or demanding bureaucrats stop assessing grant applications and simply hand out

money. Nationals ministers under Tony Abbott also [handed over](#) \$1.5 billion to Victoria's then-Coalition government for the East-West Link project for political reasons and against departmental advice. Barnaby Joyce's administration of the agriculture portfolio was marked by appalling scandals: the "[tilting](#)" of the Murray-Darling Basin Plan, the elimination of live export regulation for Coalition donors, the movement of the Australian Pesticides and Veterinary Medicines Authority to his own electorate, as well as the [mismanagement](#) of a rural research grants program and the maladministration of a [concessional loans](#) program.

Wherever you look, mismanagement — at best — follows in the wake of Nationals ministers. And that's just from Australian National Audit Office (ANAO) reports and media inquiries. What would a federal ICAC, with subpoena powers, public hearings and the ability to demand cabinet papers and internal and personal correspondence, be able to find out?

The biggest Nationals decision of recent years is the "Inland Rail", which will cost at least \$10 billion over a decade to build and which will, according to the [government's own documents](#), never come close to earning its cost back. The project — as long-time ardent advocate [Everald Compton points out](#) — will be the subject of bizarrely redundant sod-turning ceremony tomorrow involving Deputy Prime Minister Michael McCormack in his own electorate, despite no actual work for the project being done there. Infrastructure Australia was not permitted to do a proper cost-benefit analysis of the project. Despite this, the government has allocated its funding for it to the capital budget, despite very clear rules that only projects that will earn a substantial rate of return can be thus classified.

That, of course, is a mere accounting lie, not corruption, and one the Labor Party — which also supports this white elephant — is unlikely to ever straighten out. But at the time of the 2017 budget, there was a rumour that the Nationals had only agreed to support a \$5.3 billion investment in a new Sydney airport at Badgerys Creek if an inland rail was funded, because of their anger that regional airlines would be forced to relocate to Badgerys Creek. There is also the issue of [lobbying](#) over the inland rail route and [jobs for LNP mates](#). And the ANAO last year [raised serious concerns](#) about the procurement processes for the project conducted by the ARTC. In April this year, former Nationals leader and infrastructure minister Warren Truss took over as chair of ARTC.

With \$10 billion worth of contracts to allocate, inland rail could be lucrative indeed for construction companies, consultants, lobbyists and legal firms. Continuing National Party involvement in its administration would, based on history, suggest it needs to be closely monitored in real time — rather than waiting for the ANAO, which can only retrospectively examine the allocation of taxpayer money. For confirmation we need go no further than the likes of Barnaby Joyce himself, whose abject fear of an integrity commission suggests potentially rewarding areas of investigation.



Bernard Keane

Bernard Keane is Crikey's political editor. Before that he was Crikey's Canberra press gallery correspondent, covering politics, national security and economics. You can follow Bernard on Twitter [@BernardKeane](#). This article was republished with permission. You can view the original [here](#). It was published yesterday before the Morrison Government's announcement of a Commonwealth Integrity Commission.

Inland rail consultation process a complete farce, Queensland farmers say

Exclusive by rural and regional correspondent [Dominique Schwartz](#) and the National Reporting Team's [Alexandra Blucher](#)

Updated 21 Sep 2017, 6:50pm

Sorry, this video has expired

VIDEO: [Mayor Paul Antonio will benefit from the inland rail project](#) (ABC News)

RELATED STORY: [Inland railway to go across Queensland floodplain despite deadly warning](#)

The consultation process for deciding which route the Melbourne-to-Brisbane inland railway would take in southern Queensland was "a complete farce", according to local farmers.

Key points:

- Selection process for inland rail route lacked transparency, locals say
- Farmers concerned chosen path could be "catastrophic" in event of flood
- Infrastructure Minister Darren Chester stands by the process

Federal Infrastructure Minister Darren Chester [today announced the railway's path would go across floodplains](#) north of the New South Wales border.

The [chosen route is similar to the alignment known as the "base case"](#) proposed by the Australian Rail and Track Corporation (ARTC) in 2010.

There had been four routes under consideration. Earlier this year, Mr Chester established the Project Reference Group (PRG) to address landholder concerns about the options and to allow local input.

One of the key objectives of the group, as outlined by the Federal Government, was to achieve "transparency" in decision making.

But local floodplain farmer Brett Kelly said the selection process lacked transparency.

"The PRG process was a complete farce in that we did not get any input, we could not question any of the engineering," he said.



PHOTO: [Brett Kelly was among 26 community members who took part in the review of the proposed routes.](#) (ABC News: Alexandra Blucher)

The grain grower said group members didn't get to see the PRG's final report before the decision was made, and has labelled it a public relations exercise.

"At the end of the consultation process and the PRG process, the chairman wrote a report to Minister Chester," Mr Kelly said.

"We were not allowed to see a copy of that, which removes the transparency that we were promised with the process."

Mr Chester released the report last night to members of the PRG, at the same time as he notified them of the decision on the route.

"People are going to be disappointed by the decision if it impacts them directly, but the process has been absolutely above board," the Minister said. "I stand by the process."

Mr Kelly and another floodplain farmer, Jason Mundt, said they had been told by ARTC the line would be built on a two-metre embankment with culverts.



PHOTO: [Jason Mundt says the decision could be "catastrophic" for farmers in the area.](#) (ABC News: Alexandra Blucher)

The farmers are concerned drains under the tracks could get blocked with debris, creating a damming effect that could be "catastrophic" and "put lives at risk".

Mr Kelly also said there was little information on what engineering had been done to ensure flood risks would be mitigated.

"We did not get any input, we could not question any of the engineering," he said.

"We couldn't ask them [the engineers] to elaborate why all of a sudden this base case line was cheaper, when, according to the [2015] SMEC [Snowy Mountain Electricity Corporation] report, it was actually dearer than other routes."

Speaking in Queensland today, Prime Minister Malcolm Turnbull ensured landowners would not be put in danger.

"It obviously goes across a floodplain but the engineering measures and design will take all that into account so that it does not adversely affect either property owners or environment interests by changing the way water flows," Mr Turnbull said.

Mayor owns quarry, 'stands to benefit' from inland rail

Farmers are also concerned vested interests may have attempted to influence the decision-making process on the route.

"I believe our mayor could profit in the tens of millions of dollars from the route going on this base case line," Mr Kelly said.

"He obviously has a large quarry that he can profit out of by supplying the ballast that will go underneath this railway line.

"Out of all the routes, the most ballast that would be needed would be underneath this particular route."

Toowoomba Regional Council Mayor Paul Antonio has championed inland rail for many years and has spoken publicly in support of the base case.

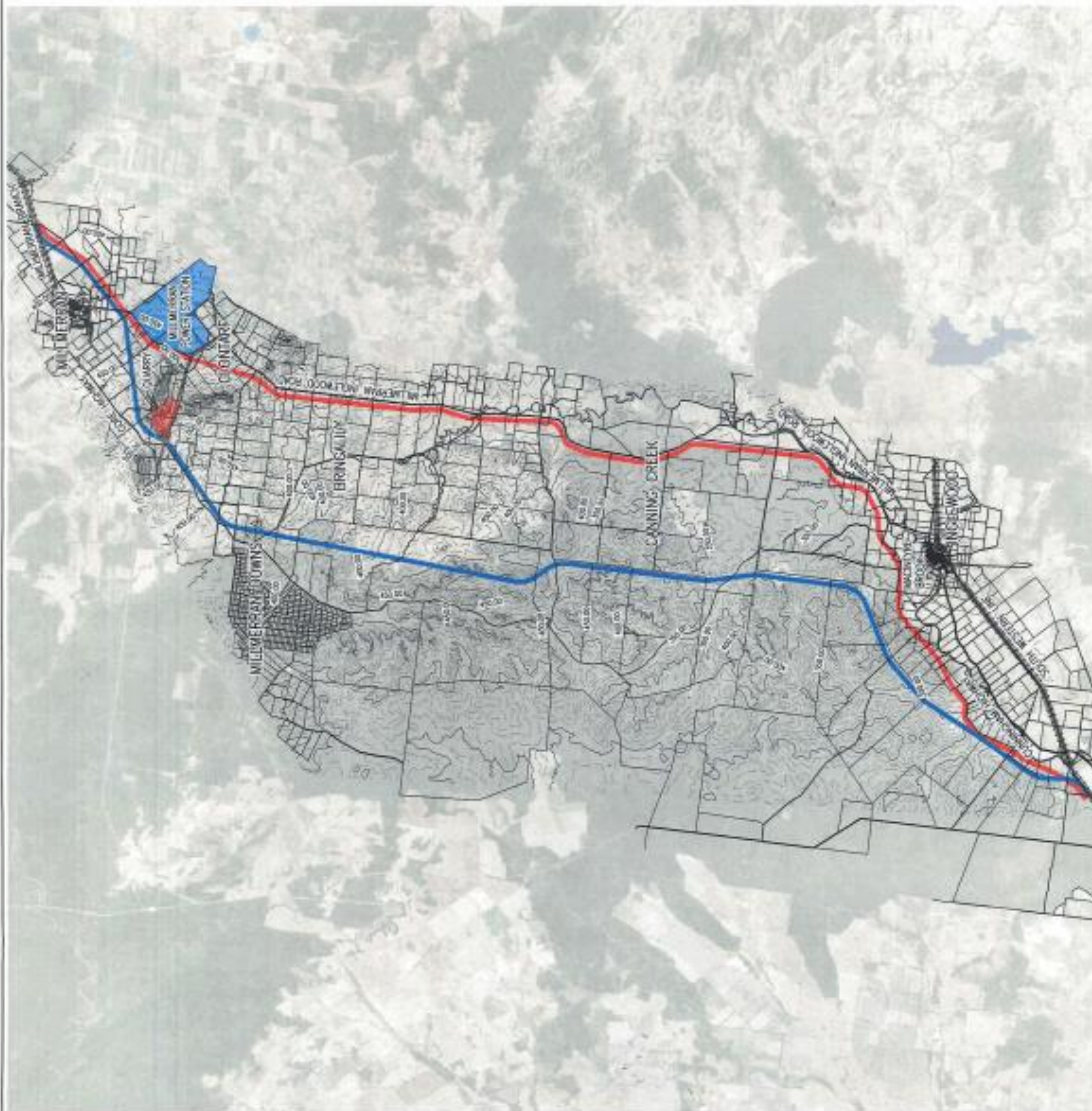
He owns a gravel quarry near Millmerran on the route chosen by the Federal Government.

In an interview with the ABC, Councillor Antonio conceded he stood to benefit from inland rail.

"Regardless of where the rail line goes over the next 100 years, that basalt on my hill will be used. It will benefit either myself or whoever owns that property," he said.

The ABC can reveal the Mayor personally paid \$4,900 to have another option investigated — it altered the base case route near Millmerran and took the line to the very edge of his quarry.

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



LEGEND:

	Millmerran Rail Corridor Alignment (Approx. Length 3.3km)
	Rail Corridor Alignment (RCA)
	Conceptual Corridor Route
	Existing Rail Line
	Existing Property Boundary (OCDB)
	Major Centre (Existing Surface)
	Minor Centre (Existing Surface)

NOTES:

1. Interval between contours = 100m
2. Contours are shown at 10m intervals
3. Environmental mapping concepts to be investigated separately.

SOURCE LIST:

1. Property boundaries - OCDB (from Orbital)
2. Existing surface - Surface derived from 10m contour data
3. Map image - Bing Maps for Oct 10

0 1000 2000 3000m
 1:150000(A) 1:300000(A)

CONCEPT RAIL CORRIDOR ALTERNATE OPTION - YELARBON TO MILLMERRAN

DATE: 05/07/2017
 DRAWN BY: C-SK0001
 CHECKED BY: C

INLAND RAIL
 CONCEPT RAIL CORRIDOR - ALTERNATE OPTION
 YELARBON TO MILLMERRAN
 SCALE: 1:150000(A)



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.

"Ian's a friend of mine and he has some influence in terms of protection of good agricultural land," the Mayor said.

He added he did not know what Mr Macfarlane did with the map.

However, the ABC has obtained a text message sent by Cr Antonio on September 11 to Millmerran farmer Russell Stevens that contradicts this.

"Macfarlane said he had been talking to the powers that be and they liked the option. Enormous advantage," the text said.

Mr Macfarlane did not respond to the ABC's questions about the map, however he said he was not lobbying for Cr Antonio.

Cr Antonio's proposed diversion is not part of the route announced by Mr Chester today.

But Mr Stevens, whose farm may be dissected by the route, said it was concerning the mayor appeared to have tried to influence the outcome.

"I think it's just disgraceful actually," he said.

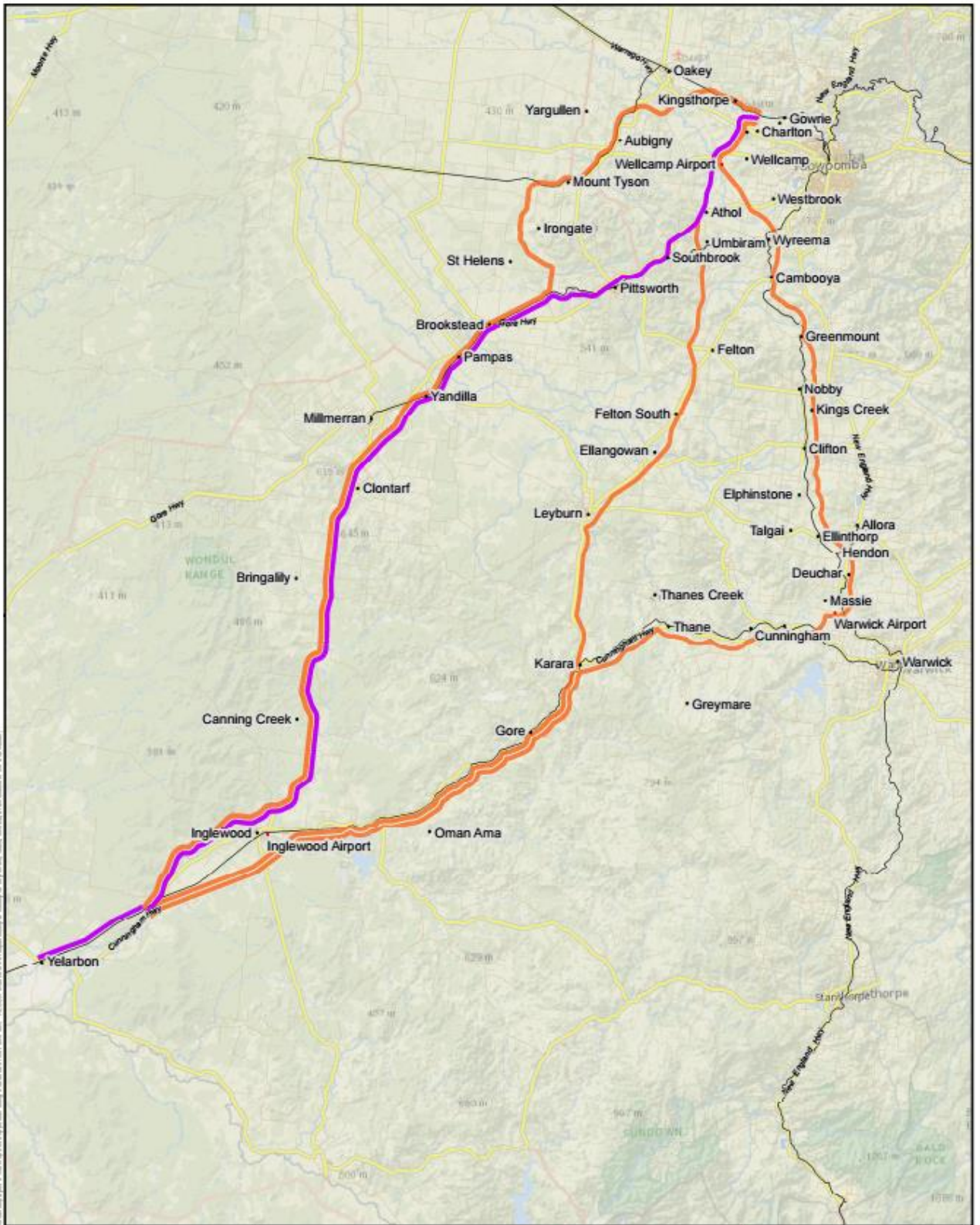
"If they want to come through here they will drag me off here in handcuffs and a paddy wagon. I am not going."

Mr Chester today disagreed with any suggestion there had been political manipulation in the selection process.

DOCUMENT

TEXT

Zoom



AECOM
www.aecom.com

Coordinate System: GDA 1984 MGA Zone 56
Projection: Transverse Mercator

0 5 10 20
Kilometres
1:500,000 (when printed at A3)

LEGEND

- Preferred Route
- Route Options Considered
- Existing Railway
- Main Roads

PRELIMINARY. NOT FOR CONSTRUCTION.
FOR INFORMATION PURPOSES ONLY.
ROUTES ARE APPROXIMATE ONLY.

ARTC

PROJECT OVERVIEW
CONCEPTUAL CORRIDOR ROUTES

Yelarbon to Gowrie (Y2G) Project

PROJECT ID	049204	Map 1
CREATED BY	MF	
LAST MODIFIED		
VERSION	2	

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First posted 21 Sep 2017, 3:00pm

"GOOD DEBT" IS A DODGY \$10B RAIL LINK

Andrew Bolt, Herald Sun

May 4, 2017 8:07am

The Turnbull Government's latest idea of "good debt" is a \$10 billion inland rail link between Melbourne and Brisbane that goes through lots of National party seats.

But David Uren warns:

The business case prepared by the Australian Rail Track Corp, which would be the principal beneficiary of the project, concluded that it would deliver benefits across 50 years that were 2.62 times the cost, estimated at \$10bn.

However, this calculation assumes that any other use of the money would bring a return of no more than 4 per cent. Infrastructure Australia discounts future returns from projects using a higher rate of 7 per cent, and that whittles the long-term returns from the inland rail back a mere 2 per cent to 10 per cent higher than its costs.

And those returns are a very long time in coming. Financial modelling included in the business plan shows cumulative revenues would not start to exceed costs before 2066.

Eventual profits would be wiped out by a blowout in costs or shortfall in traffic....

The cost-benefit analysis does not take any account of the impact of the inland rail on the profitability of the Melbourne to Sydney and Brisbane to Sydney rail routes.

Network economics says that the value of any network rises exponentially with the number of connections it makes. The inland rail devalues the east coast network by bypassing Sydney — the biggest single source and destination for rail freight.

Australia's infrastructure billions would be far better spent on improving the Sydney rail network so that it represents less of a bottleneck. But this would not take trains through Nationals' electorates, and that's what the inland rail project is all about.

Sounds exactly like "bad debt".

OPINION

Tony Windsor

Inland rail a hollow promise

Following John Howard's 1996 federal election victory a man named Everal Compton entered the prime minister's office to raise what he believed to be a visionary concept regarding an energy and rail corridor from Melbourne to Brisbane. The idea had certain appeal as an infrastructure project and, as Howard and others would soon recognise, political benefits that could be milked for years to come.

The original concept was to provide a way for freight between Melbourne and Brisbane to avoid the slow New South Wales coastal rail route that made it impossible for rail to compete on price and time with road freight, and to bypass a congested Sydney. An important and often forgotten part of the proposal was that it would also provide an adjacent energy corridor that would act as a catalyst for growth in inland communities.

Compton, founding chairman of Australian Transport and Energy Corridor, was not someone Howard could ignore, as he had been a major fundraiser for the successful Liberal campaign and was well connected on both sides of politics. He was considered a genuine bloke and a great contributor to Australian society, as a businessman, lobbyist and fundraiser. His proposal was put on the government's agenda.

Twenty-one years later we now see a commitment in the recent federal budget of off-budget debt funding for the Australian Rail Track Corporation, a corporatised government agency, and vague assurances of a search for private investment partners to build a major inland rail line. Some are assuming this means the railway line will now be built I'm not that sure. History may give us reason to doubt it.

A TRAIN RUN TO BEAT A TRUCK UP THE NEWELL HIGHWAY WON'T BE STOPPING TO PICK UP A BAG OF POTATOES IN A SMALL TOWN ON THE WAY THROUGH.

After the Howard meeting strong support was gained from then deputy PM Tim Fischer, a train fanatic who could also see the political benefits, particularly as the "Joh for Canberra" push was still a recent bad memory and the election saw Pauline Hanson entering federal parliament. The Nationals needed a nation-building dream that voters in NSW and Queensland would find appealing.

Again, during the 1998 election, lip service was paid to the rail project as something the Nationals in particular promised to pursue. Talk of private-sector funding and the government acting as a facilitator of the route and approvals was the political spin of the day.

In 2001 – the year I was elected MP for New England – another National Party leader and the minister for transport, John Anderson, grasped the project with enthusiasm during the election campaign and in the company of Compton hammered a golden stake into the banks of the McIntyre River on the border between NSW and Queensland – a symbol of the start of the Inland Rail Corridor.

However, the symbolic ceremony didn't herald the start of the project. It had provided a useful tool for the Nationals in particular to articulate their support for nation-building, which was a tradeable theme during the campaign. But nothing tangible was started after the election. Still, to avoid offending Compton's followers, some of whom were National heartland heavyweights in Queensland, a number of feasibility studies followed during the next decade, considering the "viability" of such a project and "looking into the possible route options".

The largest study, by Ernst and Young in 2006, concluded that the three route options on the table were not viable under three different economic models. Another, completed by ACIL Tasman in 2010, concluded that the project was not viable in the short term and marginal in terms of benefit–cost analysis in the medium to long term. It was predicated on freight growth assumptions that were debatable. Suggestions that much more coal could be exported via the Brisbane port were queried. Corridor realignment and access issues from the Brisbane suburb of Acacia Ridge into Brisbane's port were glossed over – significant issues that remain today. But the politics was endlessly played while delaying any concrete action. Labor played along, wary of being seen to be opposed to some bold infrastructure. They participated in the delaying tactics of funding further studies, neither denouncing nor progressing the idea.

The theory was that if a freight train could travel between Melbourne and Brisbane in less than 24 hours, it would be more competitive than road transport and hence attract business back to rail, thereby removing "dangerous heavy trucks" from our roads. This is not as simple as it sounds.

A whitegoods manufacturer, for example, currently has one freight movement, on road from its Melbourne warehouse to its warehouse in Brisbane. Whereas using rail would require three freight movements – from warehouse to rail yard to the destination warehouse – so speed, reliability of service and cost are critical to the issue.

Even though it is a complicated issue, one needs to look at where the freight is going to come from to see whether the political toy that keeps on giving will ever be more than a plaything. The current Melbourne to Brisbane rail connection travels via Sydney and up the east coast to its destination in Queensland. If the Melbourne to Brisbane component of that freight could be rerouted via inland NSW, it would alleviate congestion on the Melbourne to Sydney and Brisbane to Sydney freight corridors.

Studies indicate that the contestable freight that originates in either Melbourne or Brisbane is only 4.5million tonnes per annum (mtpa), which is equivalent to one medium train a day each way. Even if in fact all that freight business could be captured by this new service, a \$10 billion investment can't be made on that basis alone.

There are tonnages from west of Toowoomba to Brisbane that might use the proposed upgraded route as well as potentially small tonnages of cotton and some grain from northern NSW. Perth to Brisbane freight might also choose to use the route.

Studies show that most of the freight does not and will not go north to south but will continue to move west to east, to the ports of Newcastle and Port Kembla. The rail line from Moree in NSW to the port of Newcastle currently carries 120mtpa, and when combined with inland freight to Port Kembla of 20mtpa, these together account for 60 per cent of total east coast freight availability going anywhere by ship, rail or road. The demand to move things up and down the east coast, excepting Sydney, doesn't look sufficient to make the plan viable.

So, with the concept now receiving more federal funding, is it a real goer or is it just doing the political rounds as once again the Nationals are threatened by One Nation? Will anything actually be done before the next federal election? Going by Australian Rail Track Corporation documents prepared for the government in 2015, there is still much to talk about, including the all-important route determinations – after 21 years of deliberation.

One way the Turnbull government could demonstrate that its renewed interest is about more than just further fact-finding would be to go back to where they came from. That is, go back to the McIntyre River on the border, where Anderson and Compton drove the stake into the bank 16 years ago and establish the missing rail link over a relatively short distance from a village called North Star, north-east of Moree, to Yelarbon in Queensland, which would physically establish rail track continuity between Melbourne and Brisbane via the inland.

This would also mean that with appropriate gauge changes in Queensland any growth of freight on the Sydney to Brisbane market could proceed up the Hunter Valley, via Werris Creek near Tamworth, and on to Queensland rather than up the coast, at least until the potential new routes were established.

The second part of the vision was an energy corridor, with land alongside the rail line acquired for gas, electricity and other cross-land energy transmission.

Some are suggesting that the proposed new route being pushed by Deputy Prime Minister Barnaby Joyce from Narramine near Dubbo to Narrabri through the Pilliga Scrub has more to do with providing a corridor for a gas pipeline than a more efficient freight service.

Landholders in the Namoi Basin and the adjacent Liverpool Plains are fighting to stop coal seam gas developments due to the risk of polluting water resources. Is the interest in taking a shortcut through the scrub rather than using the existing line via Werris Creek to Narrabri a means to use a populist issue to solve the hard problem of gas permits, access across private lands and NSW energy demands? If it is, maybe it's time for some honesty.

The third and possibly most important aspect of the original vision was to provide an infrastructure base to encourage the growth of inland communities. This is where all governments have let down country people.

A train run mainly to beat a truck up the Newell Highway won't be stopping to pick up a bag of potatoes in a small town on the way through, especially when most of the freight is going west to east.

The argument that our roads will be safer if we use rail doesn't stack up as a motivating concern either, when you consider the same political parties have been closing rail lines down for years.

A railway line that will alleviate congestion in Sydney will not be the growth trigger once thought. Growing country towns will not become a reality this century without appropriate digital technology, notably the national broadband network. The NBN should be the infrastructure priority. A second-class internet and communication system will do more damage to the future in the regions than any benefits flowing from upgraded north-south rail.

The political reality is that in all likelihood the Labor Party will win the next election and, on the basis of a Productivity Commission report or some such economic document, Labor will either not proceed with this project at all or will only establish the missing rail link inland on the Queensland border.

The National Party wins either way, first by having a regional infrastructure issue to spruik into the next election and second as a sledgehammer to later beat up Labor regarding its regional credentials.

Regional Australians will have missed the train again, and in all likelihood naively voted to do so.

This article was first published in the print edition of The Saturday Paper on Jun 10, 2017 as "Government happy to be off track".

Print article

Australian Financial Review

20 Feb 2018

Barnaby Joyce's inland rail revenues won't cover capital cost, ARTC CEO says



By Jacob Greber

Updated 20 Feb 2018 — 10:19 AM, first published at 19 Feb 2018 — 6:11 PM

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The Turnbull government's [Melbourne-to-Brisbane inland rail project](#) - Barnaby Joyce's most politically important pet project - won't generate enough revenue to cover its capital cost, said the chief executive of the Australian Rail Track Corporation, John Fullerton.

In remarks that may undermine a key justification for the government's decision to fund the project "off balance sheet", Mr Fullerton told a parliamentary committee last week that revenues from customers on the future freight route won't be enough to cover its construction cost.

"From a strict ARTC point of view, no, the revenues that flow to us wouldn't cover the full capital cost and provide a return," he said.



Deputy Prime Minister and Minister for Infrastructure and Transport Barnaby Joyce visits the site of the first steel delivery of the inland rail project at Peak Hill, NSW, on Monday 15 January 2017. fedpol Photo: Alex Ellinghausen *Alex Ellinghausen*

Mr Fullerton added that the broader benefits would flow from the project that wouldn't be captured by the company, which is getting an \$8.6 billion injection from taxpayers to construct the 1700km rail line. While the project is backed by Infrastructure Australia and Labor, doubts remain that it will ever be profitable in its own right given estimates that it will deliver just \$1.10 for every dollar invested.

Marion Terrell, transport program director at the Grattan Institute, said the inland-rail project is relatively unusual as the money is treated as a capital investment from the Commonwealth's point of view.

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That differs from the way most Commonwealth infrastructure is treated, as a direct cash hit to the budget, because money is provided to state governments to build roads, ports and railways.

Ms Terrell said the Melbourne-to-Brisbane railway was particularly risky because of its size - which makes cost-blowouts more dramatic; the threat of political

changes and interference; and, the fact that the 1:1 cost ratio is an "extremely tight margin for error".

Experts worry that any blowouts in the inland rail project will see a repeat of the [NBN Co debacle](#), in which the Commonwealth was been forced to tip in additional resources to keep the project viable.

That has increased pressure for the NBN Co to produce a viable return to the government.

Andrew Charlton, an economic consultant and former advisor to former prime minister Kevin Rudd, says that such projects must deliver a market-based return or be treated as a straight government expenditure.

"That was the big sleeper with the NBN - if it didn't ultimately generate a commercial return then all of those equity injections could come back and hit the budget," he said.

Mr Fullerton told the parliamentary committee that there are two phases in the project.

"There is the construction phase itself up to 2025, which is the build phase. ARTC through the arrangements with the Australian government are now responsible for the delivery of that project to budget, to scope, to time.

"Beyond that, those revenues that will be generated as a result of that project will flow to ARTC.

"And in given the business case projections around the market size, the market share shift pricing of access on the corridor, there's been some assumptions made about the revenue flow from that project from day one."

Mr Fullerton said it had always been clear that from a "pure commercial" point of view, ARTC wouldn't invest the full cost of the project because "a lot of the benefits don't flow to us".

"The only benefits that we collect off the projects are additional access revenues because of the high volume.

"Those revenues that flow from day one cover all our operating costs and all future growth capex on the corridor, but in terms of an economic investment from a government perspective, it's a positive return, because benefits flow to the above-rail operator and other benefits are identified in that business case."

The great train robbery: why farmers are fighting the Inland Rail route

By Helen Hunt

21 November 2018 — 4:00pm

The multi-billion-dollar Inland Rail project is being hailed as a saviour for both the freight industry and farmers, and it is strongly supported by Deputy Prime Minister and Infrastructure Minister Michael McCormack.

It may well be a saviour for the big freight forwarders such as Woolworths, Coles and Linfox. It was on their instruction, after all, that the Australian Rail Track Corporation drew a line on the map to connect Melbourne and Brisbane to establish a rail trip that would take less than 24 hours.

Easy. Job done. No comprehensive modelling or topographic, hydrological or socio-economic studies carried out – even while the preferred alignment of this freight line will cross floodplains and cut through, or heavily impact, about 300 farms on some of Australia's most productive land.

Deputy PM Michael McCormack and Victorian Minister for Public Transport Jacinta Allan make an announcement regarding the Inland Rail in March this year. CREDIT: JOE ARMAO

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It will bypass struggling country towns and leave them for dead, whereas upgrades of the existing line would allow them to share the economic benefits.

Prime farming land, which feeds the nation, will be destroyed. The landowners, some of whom have been on their farms for generations, and who are coping with the worst drought many have experienced, will be collateral damage.

The line, bearing kilometres-long trains with their double-stacked containers, will split properties in half. Some farms will be finished. Others

will struggle to move stock and equipment from one side of the line to the other. Some properties could become worthless.

In Senate estimates, Labor Senator Glenn Sterle asked whether the ARTC had considered other alignments that would not impact so heavily on farms but instead pass closer to towns to benefit communities – and in so doing, add as little as 24 minutes to the trip between Melbourne and Brisbane. ARTC CEO John Fullerton admitted these options had not been considered – because industry insisted it had to be less than 24 hours.

ARTC maintains keeping the existing lines would be “significantly more expensive”, but is unable to put a figure on this. It is difficult to understand how it reaches this conclusion when it has no idea how much compensation it will have to pay for the preferred route, or how many crossings, bridges or fences it will need to build. In fact, it doesn’t know precisely where the track will be laid.

I can understand ARTC doing the bidding of big industry, but this “nation-building” project was put to the government for its approval. One might have expected it to more carefully scrutinise the huge expenditure of taxpayers’ money.

You might think it reasonable to ask the people whose land and lives are affected what they think. Sadly, we haven't been asked. You’d think the National Party MPs, who profess to look after country people, might have arranged meetings in their electorates to gauge support for the project. Nup.

Carry on chaps.

But there are lot of very angry people, from southern NSW, through the central west and into Queensland, who do not take kindly to being ignored. And on Thursday, Mr McCormack will get his chance to hear their concerns. After putting us off for five months, he will travel to Gilgandra to meet opponents of the proposed route.

The NSW Farmers Association, which has been in dialogue with ARTC for months, has uncovered the fact that no socio-economic analysis has been factored in as a component for the business case. That should be reason enough to slow down and take a harder look.

McCormack may take some convincing. His Nationals colleague Mark Coulton is the federal MP for the NSW seat of Parkes, which takes in a large area of the disputed alignment. Coulton has been lobbied forcefully to urge the government to explore other options. He remains focused on getting the line under way as soon as possible.

What is the unholy rush? McCormack must direct ARTC to re-assess its route and consider the best line for all involved, not only corporate giants.

Helen Hunt and her husband Wally are farmers and graziers in the Coonamble district. One of their properties is in the current preferred corridor for the line.

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The Australian

20 February 2018

Joyce's inland rail project won't cover its costs, operators admit



ARTC boss John Fullerton says from a commercial perspective the rail line would not claw back its construction costs. Picture: Stuart McEvoy

• **BEN PACKHAM**

POLITICAL REPORTER

-
- 12:00AM FEBRUARY 20, 2018
 - NO COMMENTS

The Australian Rail Track Corporation has conceded that Barnaby Joyce's 1700km inland rail project is unlikely to generate a commercial return, despite its off-budget treatment as an equity investment.

Amid warnings the project could be a “white elephant” because it fails to connect with the Port of Brisbane, ARTC boss John Fullerton said from a commercial perspective, the rail line would not claw back its construction costs.

“From a strict ARTC point of view, no, the revenues that flow to us wouldn’t cover the full capital costs and provide a return,” he told parliament’s public accounts and audit committee on Friday.

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Fireys’ violence clause ‘abhorrent’

EWIN HANNAN

In the 2016-17 budget, the federal government made an \$8.6 billion equity contribution to the ARTC to deliver the project, on top of \$594 million previously allocated.

Equity investments are allowable “unless there is no reasonable expectation of a sufficient rate of return on the investment”, government accounting rules state.

In a statement to *The Australian*, Finance Minister Mathias Cormann said: “The government’s investment in ARTC is projected to continue to generate a real return, sufficient for the investment to be classified as equity.”

Grattan Institute transport program director Marion Terrill said there were many reasons to doubt the project would turn a profit, however.

“The project has a very skinny margin for error, with just \$1.10 of benefits for every dollar spent,” she said.

“Big projects are always more at risk of cost overruns because they’re more complex, and this one is huge — one of the biggest transport infrastructure projects Australia will have ever seen.

“And it seems to have insufficient provision for worst-case cost outcomes.”

The off-budget funding of the inland rail project ensures it will not threaten the government’s return-to-surplus timetable.

Opposition transport spokesman Anthony Albanese said the decision to halt the rail line at Acacia Ridge, 38km from the Port of Brisbane, made the project appear more viable than it actually was.

“They wanted to change how much the project cost in order to make it look more viable because they have put it all off-budget,” Mr Albanese said.

“It’s there as an equity injection, which means that it’s supposed to produce a return to government, a profit to government, rather than it affecting the budget bottom line.”

Shipping Australia has warned that for the inland rail project to be successful, freight must be delivered to the wharves and not be double handled.

The commonwealth and Victoria have resolved this issue at the Port of Melbourne by announcing a shuttle service on the existing rail network. However, cargo will have to travel the final leg to the Port of Brisbane by road.

The inland rail business case suggested the project would recover its capital costs 42 years after construction.

It also showed the project had significant risks, with a cost-benefit ratio of just 1.1 to 1.

The budget papers also warn the project “is sensitive to increases in project cost and lower revenues from users”.

The ARTC says the project will increase Australia’s GDP by \$16bn and reduce the cost of Melbourne-Brisbane freight to two-thirds of the cost of road transport.

Australian Financial Review

22 Feb 2018

Barnaby Joyce's inland rail splurge better spent elsewhere



By **Jacob Greber**

Updated 22 Feb 2018 — 6:17 PM, first published at 5:09 PM

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Barnaby Joyce's [much-hyped inland rail project](#) displaces more productive repairs and upgrades to existing infrastructure and would be better spent on skills investments in rural communities, says a prominent economist who advises governments on freight priorities.

As the rollout of the near \$10 billion railway project between Melbourne and Brisbane hits fresh hurdles over land access in NSW, Stephen Bartos warned it was likely to face major [political risks](#) over where the line stops, runs and delivers benefits.

"The idea that this is going to be the saviour of remote and rural Australia is just a furphy," said Dr Bartos, who formerly headed ACIL Tasman, a consultancy that worked on a 2010 "alignment" study commissioned by the then Labor government.

Deputy Prime Minister Barnaby Joyce's much-hyped inland rail project has been labelled a "furphy". **Alex Ellinghausen**

"Infrastructure as such is not the answer – that's really a side issue [for the bush]. Easily by far the more important issue for the bush is development of human capital, skills and innovation.

"Whether you have a railway line running through your town will make very little difference to your life," he said.

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He said the money would be better spent on improving what is already in place to build links between ports, road and rail. "The inland rail is probably a middling priority by comparison.

In terms of what the nation needs, it's some bridges here, some line straightening there, to make the existing network better.

"The problem with those things is that it's not nearly as sexy."

The criticism by Dr Bartos, who says the project will however deliver a broader "economic" benefit by taking freight off roads, improving safety and speed of deliver, comes as the NSW Farmers Federation urged the Australian Rail Track Corporation to halt negotiations with individual farmers over land resumptions.

The federation is urging around 300 farmers along the \$1.5 billion Narromine to Narrabri section to avoid signing land access agreements with ARTC until a full agreement is developed between the federation and the company.

"We believe that, until information about route selection is made publicly available to allow farmers to make their own decisions, the ARTC should cease contacting farmers and asking them to sign land access agreements," said federation president Derek Schoen.

"NSW Farmers has previously negotiated land access agreements between landholders and mining companies and we believe we are well placed to ensure the needs of land owners are adequately balanced in any agreements we develop together with the ARTC."

Questions over the cost of land access highlight how sensitive the project is to cost blowouts, given the political importance of the rail link for Mr Joyce, who regards it as one of his signature achievements.

Chief executive of the ARTC, John Fullerton, confirmed late last week that the project [won't generate enough revenue](#) to cover its capital cost "and provide a return".

Marion Terrill, transport program director at the Grattan Institute, jumped on the statement to warn in an op-ed in Thursday's *The Australian Financial Review*, that big projects are especially vulnerable to overruns. "Cost and other risks are particularly important for this project because it has the skinniest of cost-benefit ratios, at just 1:1.1....just \$1.10 of benefits - if all goes according to plan".

Mr Bartos said the stoush over land access was an example of how big projects become complicated.

"They've got the sound of cash registers ringing in their brains," he said.

"There's always project risk, particularly in relation to management of contractors, you need continuity of the Commonwealth public service with good experience in major project

delivery, and that we typically don't see; and the other important risk is political risk...that decisions about where the line will stop and where it runs are influenced by politics rather than freight needs".

The 2010 study found land compensation would cost around \$293 million.

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Why the Inland Rail project will never add up

by [Marion Terrill](#)

Published by *Australian Financial Review*, Wednesday 21 February

As with sausage-making, so too with public infrastructure appraisals – you’re happier not knowing what went into them. And [nowhere is this more true than with Inland Rail](#); whether you think it’s nation-building or yet another boondoggle depends on how willing you are to trust that the project selection and appraisal process gives us the right answer.

But there are red flags on this railway line. Beyond the image of a 1.8-kilometre-long train, double-stacked, chugging up and down between Melbourne and Brisbane, don't forget this railway line has a massive price tag of \$9.9 billion, and it's your money.

Just because the government is funding it mainly as an investment, and not a grant, doesn't mean that the usual problems of project selection and management don't apply.

[Inland Rail, when completed in 2025, will be a 1700-kilometre freight rail line between Melbourne and Brisbane.](#)

Around 40 per cent of the line will be new, with the rest using existing track, upgraded where necessary.

[The Australian government committed \\$8.4 billion to this project in last May's budget,](#) in the form of an equity investment, on top of a similar investment of \$600 million the previous year. Equity investments are not the usual form of transport infrastructure funding; they don't affect the budget deficit, unlike the more common direct project payments.

Governments make equity investments when they believe that the asset will generate investment returns to taxpayers.

Officials at a parliamentary committee last week assured politicians that the risks and costs had been rigorously assessed in the business case.

The only problem is that Infrastructure Australia evaluated that same business case in 2016 and highlighted that the options assessment undertaken by the Rail Track Corporation did not robustly consider the value for money and deliverability of the full range of options.

Cost and other risks are particularly important for this project, because it has the skinniest of benefit-cost ratios, at just 1.1:1.

In other words, every dollar of public money spent will yield just \$1.10 of benefits – if all goes according to plan. Will all go according to plan?

Reasons for doubt

There are at least three reasons for doubt.

For one, cost overruns are more likely and larger on average for large and complex projects; every 10 per cent increase in a project's size is associated with a 6 per cent higher chance of an overrun. Not only that, but there appears to be insufficient provision for 'worst case' cost outcomes. The experience of the past 15 years has shown that the difference between the median, or 'P50' cost, and the 'worst case' or 'P90' cost is 26 per cent, but Inland Rail has provision for only 8 per cent above the median for 'worst case' costs.

Last year's budget papers themselves have a section on the risks of Inland Rail, pointing out that "this project is sensitive to increases in project cost and lower revenues from users, which could decrease the returns on the government's investment in the project".

It's lucky that the Rail Track Corporation is so experienced and skilled at procurement – except that the Auditor General has just criticised them for shortcomings in providing value for money in procurement activities.

Supporters of Inland Rail may argue that Infrastructure Australia has endorsed the project, notwithstanding its concerns about costs going up, benefits going down and political risks.

And the Rail Track Corporation argued in its business case that the project has a better benefit-cost ratio, which would have been evident if only Infrastructure Australia had allowed discounting of project costs and benefits at 4 per cent, rather than the standard 7 per cent.

A new Grattan Institute report to be published next week finds that 7 per cent is too high for most transport infrastructure projects, but in fact Inland Rail is a rare exception where the current 7 per cent is about right.

That's because demand for freight rail is likely to ebb and flow with the state of the economy much more than the demand for urban freeways and public transport, where the great majority of people will keep on travelling to work and school and buying transported goods even in a recession.

Nobody knows for sure how any individual project will turn out, and whether it will prove a worthwhile investment.

But we do know how projects perform on average and we can learn from experience where extra care is warranted. Inland Rail has many warning signs already, and we're still in the pre-construction phase.

Just because the government is funding it through an equity investment doesn't mean that it makes commercial sense and doesn't mean that taxpayers shouldn't still wonder if Inland Rail isn't more a wish and a hope than a sound investment of our money.

LNP accused of jobs for the boys at Inland Rail

THE Coalition Government has appointed former mayor and senior LNP statesman John Brent to a paid advisory role on Inland Rail, raising accusations of “jobs for the boys”.

He will be paid \$24,000 for the part-time gig, with duties to include meetings four times a year, preparing the agenda and checking the draft minutes.

Deputy PM Michael McCormack this week announced Mr Brent’s appointment as chairman of the Community Consultative Committee for the Kagaru to Acacia Ridge section.

Queensland Labor Senator Murray Watt (pictured) said it looked like a job for a mate.

“It’s disappointing to see the Government using the Inland Rail as an opportunity to ap-

point another scandal-prone LNP mate to a paid government role,” he said.

Mr McCormack’s office denied it was “jobs for the boys”, saying an independent process was involved.

Mr Brent was mayor of the Scenic Rim for more than 20 years. He has been chased through the courts over recent years following the collapse of his company Bunny Bites.



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Attachment B

Specific Questions asked within the Body of this Document by Lloyd Stümer for ARTC to Clarify Its Responses, Actions and Understanding Relevant to Some of the Many Issues and Community Concerns Relating to the Inland Rail Project.

Question 1: Does ARTC recognise that major Conflicts of Interests within the CCC are occurring due to the selection and presence of both Peet and Flinders Companies and their two representatives on the CCC?

Question 2: Will the ARTC immediately remove these two Peet and Flinders companies and their two representatives from the CCC?

Question 3: Will the ARTC issue a public apology for misinformation provided on the websites of companies it had appointed initially as CCC members, and in addition identify the specific misinformation and request that these two companies remove their misinformation?

Question 4: Will the ARTC offer or fight liability for any compensation that may be sought by purchasers duped by these two companies and their representatives which/whom the ARTC has appointed to the CCC?

Question 5: If it is shown that the Kagaru to Acacia Ridge and Bromelton section is not feasible, what are the alternative plans for the Inland Rail?

Question 6: How can ARTC justify to already be constructing part of the Inland Rail while major parts or components (11 of 13 sections) of that project (40% of the route being greenfield sites) are still not yet regarded as feasible (with no backup option)?

Question 7: Doesn't the ARTC consider that already constructing parts of the Inland Rail is a problem when the total project, already economically unviable (see Attachment A to this Document), has not even been proven to be feasible?

Question 8: Shouldn't the mere fact that the economic business case for the project has shown that the project is economically unviable, prove the case that the project is also not feasible?

Question 9: What else does ARTC define as being feasible, when clearly it ignores the economics of the public cash cow to which it is attached?

Question 10: How much public money does the ARTC intend to spend on construction before abandoning the entire or major parts of the project when/if some of its plans and sections (as the Kagaru to Acacia Ridge and Bromelton section) are proven to be unfeasible?

Question 11: How much money from its own coffers does ARTC plan to use in total to mitigate issues and compensate people damaged by the operation of its Inland Rail as detailed in the sections 3.3.1 to 3.3.6 of this report?

Question 12: How much additional money from its own as well as public Federal and State Government funds does the ARTC plan to set aside in total to mitigate issues and compensate people damaged by the operation of its Inland Rail as detailed in the sections 3.3.1 to 3.3.6 of this report?

Question 13: Does ARTC have any preliminary noise assessments relevant for the impacts of its proposed trains in our area?

Question 14: Will the ARTC immediately provide (to the CCC and the Community) reliable contours indicating the noise impacts of its operations on the Community?

Question 15: If the ARTC will not immediately provide (to the CCC and the Community) reliable contours indicating the noise impacts of its operations on the Community, when will it do so?

Question 16: Will ARTC take seriously its own statement above “It is not correct to say mitigation will not be offered”, and thus guarantee to provide the necessary retrofitting and fitting of structural modifications, noise insulation, double glazing and constant air-conditioning (all paid by ARTC) to protect existing and future residents impacted negatively by the intended ARTC change of use of the current rail corridor?

Question 17: Will ARTC take seriously its own statement above “It is not correct to say mitigation will not be offered”, and thus guarantee to provide repairs to structural damage of assets resulting from vibrations created by their operations of the Inland Rail project?

Question 18: Will the ARTC reverse its current persistent rejection of the recommendation of the 2013 Senate Enquiry Recommendation that all coal train wagons be covered with covers to prevent the negative health impacts of fugitive dust from those wagons, and immediately require that all coal wagons be covered?

Question 19: Will the ARTC guarantee to compensate residents for the health and nuisance values produced by its fugitive coal dust?

Question 20: Will the ARTC guarantee to compensate residents who will be unable to drink their tank water contaminated by coal dust? get away with their unwanted impacts on us.

Question 21: Why does the ARTC ignore the world’s best scientific advice that the burning of coal should cease by 2050, and instead propose to build an uneconomical multibillion dollar rail line using public money to subsidise and increase coal exports (currently nil through our suburbs) to reach 37% of all freight planned for the rail line by 2030?

Question 22: Does the ARTC have better economists and better scientists than the recognised world’s best to somehow justify the irrational and uncaring behaviour in the previous question?

Question 23: Does the ARTC recognise the extreme seriousness of Greenhouse Gas emissions and their impacts on Climate Change?

Question 24: Does the ARTC recognise the actual significance of the IPCC (the foremost body of Climate Scientists on earth) and their 2018 conclusion that earth needs to stop the burning of coal by 2050 in order to save the last portions of the Barrier Reef and try to avoid the planet reaching a tipping point at which the world’s heating climate system is likely to spin out of control?

Question 25: Does the ARTC actually recognise what the significance of a “tipping” point is?

Question 26: Has the ARTC actually admitted feeling any remorse or even reservations for campaigning strongly to build this monstrosity of an inland rail line to use public funds to try to create more Greenhouse emissions which will help accelerate Climate

change and its destructive effects including total devastation of the entire Great Barrier Reef?

Question 27: Has the ARTC ever publicly or privately expressed remorse for its intended devastation of our local Community and individuals in other Communities?

Question 28: Will the ARTC guarantee to pay compensation from its own coffers (and not rely on additional public handouts) to pay compensation for decreases in property values for the many tens of thousands of properties in our Community (both urban and rural)?

Question 29: Will the ARTC rely on additional public handouts from the Federal and State Governments to pay compensation for decreases in property values for the many tens of thousands of properties in our Community (both urban and rural)?

Question 30: Has there actually been any process currently established by ARTC to ensure that affected owners of all devalued property and assets will be refunded from ARTC's own coffers?

Question 31: Will the ARTC reverse its "not expecting to acquire or purchase any private land for this section (to Acacia Ridge)" position as in the Minutes of the CCC meeting of 12 November 2018, and so reduce some of its terrible impacts on some of the residents in our Community?

Question 32: Was the ARTC responsible for the final selection of the route Kagaru to Acacia Ridge and Bromelton?

Question 33: Was the Federal Government (and what political party in what year) responsible for the final selection of the route Kagaru to Acacia Ridge and Bromelton?

Question 34: Was the Queensland Government (and what political party in what year) responsible for the final selection of the route Kagaru to Acacia Ridge and Bromelton?

Question 35: What does ARTC consider would render the route Kagaru to Acacia Ridge and Bromelton as being infeasible in its own eyes?

Question 36: How will the ARTC terminate its rail if the route Kagaru to Acacia Ridge and Bromelton is assessed to be not feasible?

Question 37: What responsibilities and functions of the Federal Government could determine that the route Kagaru to Acacia Ridge and Bromelton is not feasible?

Question 38: What responsibilities and functions of the Queensland Government could determine that the route Kagaru to Acacia Ridge and Bromelton is not feasible?

Question 39: What responsibilities and functions of the various local governments and their organisations could determine that the route Kagaru to Acacia Ridge and Bromelton is not feasible.

Question 40: How much additional money (e.g. in the order of approximate billions of dollars) does ARTC consider the Queensland Government and other authorities would need to expend to provide efficient future passenger rail services in SE Queensland to Brisbane due to the works, activities and priorities of ARTC on its Inland Rail?

Question 41: How many coal trains of various tonnages and lengths and in various years is the ARTC planning to run along the train line?

Question 42: How many double-stacked container freight trains of various tonnages and lengths and in various years is the ARTC planning to run along the train line?

Questions 43: How many coal trains of various tonnages and lengths and in various years is the ARTC planning to unload at Acacia Ridge?

- How many B Double trucks of what lengths and tonnages will be required deliver these loads of coal to Brisbane Port?
- What facilities at Acacia Ridge and elsewhere does Inland Rail intend to provide to allow transshipping of coal from its long coal trains onto the Brisbane Port?
- What percentage increase in truck traffic tonnages and numbers currently using the local Acacia Ridge Beaudesert Road area will these trucks cause?
- What is the expected increase in travel times at various times of the day on these already heavily-congested roads due to this increase in truck numbers?
- What would be the expected increase in vehicular accidents and road deaths probable from this increase in road congestion?
- What methodology will ARTC use to calculate and maintain an ongoing estimation of vehicular accidents and road deaths probable from its increased impacts on road congestion?

Questions 44: How many freight trains of various tonnages and lengths and in various years is the ARTC planning to unload at Acacia Ridge?

- How many B Double trucks of what lengths and tonnages will be required deliver these loads around SE Queensland?
- What percentage increase in truck traffic tonnages and numbers currently using the local Acacia Ridge Beaudesert Road area will these trucks cause?
- What is the expected increase in travel times at various times of the day on these already heavily-congested roads due to this increase in truck numbers?
- What would be the expected increase in vehicular accidents and road deaths probable from the increase in road congestion?
- What methodology will ARTC use to calculate and maintain an ongoing estimation of vehicular accidents and road deaths probable from its increased impacts on road congestion?

Questions 45: How many coal trains of various lengths and tonnages is the ARTC planning to unload at Brisbane Port?

- What will be the route of these trains?
- How much would this connection upgrade cost?
- When would the connection upgrade be completed?
- What will be the impacts of the expected doubling of coal transported by Inland Rail (in Brisbane in addition to coal already transported in Brisbane) on the current rail passenger services in Brisbane?
- Who will pay for the expensive connection upgrade?

Questions 46: How many double-stacked container freight trains of various lengths and tonnages is the ARTC planning to unload at Brisbane Port?

- What will be the route of these trains?
- How much would this connection upgrade cost?
- When would the connection upgrade be completed?
- What will be the impacts of these increased freight trains on the current rail passenger services in Brisbane?
- Who will pay for the expensive connection upgrade?

Questions 47: How many single-stacked container freight trains of various lengths and tonnages is the ARTC planning to tranship from Acacia Ridge and then unload at Brisbane Port?

- What will be the route of these trains?
- How much would this connection upgrade cost?
- When would the connection upgrade be completed?
- What will be the impacts of these increased freight trains on the current rail passenger services in Brisbane?
- Who will pay for the connection upgrade?

Question 48: How much money is ARTC intending to spend to compensate road transport competitors damaged by Inland Rail's subsidized operations?

Question 49: How much money is ARTC intending to spend to compensate existing rail services transport competitors damaged by Inland Rail's subsidized operations?

Question 50: How much money is ARTC planning to spend to compensate workers (as existing coal workers in the Hunter Valley and Central Queensland) and businesses elsewhere than in the SE Queensland coal mines, who will be affected by the ARTC using public money to subsidize and increase new coal exports from the SE Queensland coal fields?

Question 51: Will the ARTC fund the compensation identified in the 3 questions above from its own coffers, or pass the buck for any such compensation to the Federal and State Governments as for the construction of its monstrosity?

Question 52: Why does ARTC overstate what is really the lack of significance of the Inland Rail Project as listed by Infrastructure Australia?

Question 53: Does ARTC not recognise that the 30 High Priority Projects and Initiatives listed by Infrastructure Australia are actually "Higher" in the Priority of Infrastructure Australia than the 66 Priority Projects also listed by Infrastructure Australia?

Question 54: How much money (in billions of dollars) "as yet undetermined" by Infrastructure Australia in 2018, has the ARTC determined that Inland Rail requires from the State Government of Queensland?

Question 55: How much money (in billions of dollars) "as yet undetermined" by Infrastructure Australia in 2018, has the ARTC determined that Inland Rail requires from the private sector in each of the individual States of Queensland, New South Wales and Victoria?

Question 56: How much money (in billions of dollars) does the ARTC expect that local governments in SE Queensland will have to spend in order to help alleviate the chaos to existing road and rail transport that the Inland Rail will cause?

Question 57: Why do ARTC personnel and political appointees continue to support and promote the unnecessary, uneconomical and environmentally and socially unsound Inland Rail project, when there are much worthier and economical projects that they personally know require more priority?

Question 58: Is the senior economist's evaluation true that some ARTC appointees and employees are of dubious character because they are aware that what they are doing is wrong and a misuse of public funds?

Question 59: Is the converse true that no ARTC appointees and employees are aware that what they are doing is wrong and a misuse of public funds?

Question 60: How many stops during the trips each way Melbourne to Brisbane return do the “express” Inland Rail freight trains intend to make to pick up and drop off extra freight or “bags of spuds”?

Question 61: How much extra time is it estimated that the stops each way Melbourne to Brisbane will add to each trip?

Question 62: Has this extra time been factored into the business case estimations of travel times for the “express” trains?

Question 63: Why does ARTC wish to spend \$10 billion of public money plus still undetermined funds required from State Governments and the private sector to:

- subsidize the transport of coal from SE Queensland;
- subsidize some other goods transport with a possible but debatable small increment in time savings between Melbourne and Brisbane; and
- simultaneously devastate the lives of local communities;

when there are much worthier projects as identified by Infrastructure Australia?

Question 64: Why does the ARTC continue to ignore the advice of experts (see Attachment A) and still try to continue with the myth that the project may be viable?

Question 65: Why does the ARTC business case not consider the costs of negative impacts that its publicly funded operations are having on:

- Other non-subsidized freight operator competitors; and
- The very major social and environmental costs on both a local, state, Federal and global level arising from trying to bulldoze its operations through our closely settled urban and rural areas?

Question 66: Does ARTC actually recognise that the Greenhouse Gas Emissions from the combustion of coal is one of the major concerns of world scientists and should not be simply ignored in relevant calculations of impacts of operations?

Question 67: Does ARTC recognise that the impacts of its operations (the planned 19.5 million tonnes of extra thermal coal per year exported from SE Queensland through our urban and rural areas) could facilitate the emission of an extra 50,000,000 tonnes of carbon dioxide equivalent per year (excluding the significant emissions associated with the mining of coal itself)?

presence, paid by the public purse, will be able to reverse.

It is obvious from this response that the ARTC plans to ignore both the declining world demand for coal, and the need to reduce coal combustion to zero by 2050 (see Section 3.3.3 of this Document).

Question 68: Does the ARTC recognise that the world demand for coal as described by the International Energy Agency has plateaued and continued to fall since about 2012?

Question 69: Why does the ARTC continue to ignore the advice of experts as the IPCC and plan to use massive amounts of public money to subsidize an increased export of coal until at least 2050, when the experts have demonstrated the very clear reason to stop the combustion of coal by 2050?

Question 70: Does the ARTC recognise the irrationality of its actions in trying to subsidize the transport and export of coal in the face of falling world demand for coal and scientific advice from the world's best scientists to stop the combustion of coal by 2050?

Question 71: Does ARTC recognise that its Business Case, already shown by its own figures and expert economists to be not economical, is even more flimsy when it is built upon a plan to have 37% of its total rail freight on the Inland Rail by 2030 based on subsidized increased transport and export of coal through our densely populated Community?

Question 72: Will the ARTC continue to try and bulldoze its Inland Rail boondoggle through our densely populated urban and rural Community Kagaru to Acacia Ridge and Bromelton, and thus wreak havoc on us and nearby residents?



Assistant Director – Inland Rail Secretariat
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Attention: Dr Kerry Schott AO

Submission to Independent Review of the delivery of the Inland Rail Program

Background

My Submission relates to:-

- i. The fraudulent processes and deceptive claims on which the Inland Rail has been developed by ARTC;
- ii. My close association with the Inland Rail as an active previous member of the Community Consultative Committee (CCC) for the Inland Rail section Kagaru to Acacia Ridge and Bromelton (K2ARB - the proposed last leg of the Inland Rail into Brisbane);
- iii. My professional employment and experience for 53 years as a senior environmental scientist for both government and heavy industry. This includes being the senior scientist responsible for the development and implementation in 1996 of the original Brisbane Air Quality Strategy for the large Brisbane City Council to protect the Air Quality of Brisbane and its surrounding Airshed; and
- iv. My own reviewed calculations as a senior air quality expert which have proven that the Inland Rail project cannot be allowed into the regional Brisbane Airshed east of Toowoomba, without very significant violation of current Queensland Air Quality Legislation. **This serious issue should prevent any development of the diesel-based Inland Rail east of Toowoomba. The ARTC team and its consultants have known of this since at least 5th August 2019 (and should have known about it many years before) but have since deliberately lied about, misled the public and refused to discuss this serious issue** (Refer to my attached Submission to the Queensland Government Coordinator General as below Pages 33 to 70)

Whilst this Submission document itself is restricted to the requested 8 pages, a more-thorough and much-clearer understanding of the issues in this Submission can be readily gained by referring to the four comprehensive referenced reports accompanying this Submission. These reports are:-

- a). ***Submission to Inland Rail EIS Calvert to Kagaru_Lloyd Stümer 8th March 2021.pdf*** - a Submission to the Queensland Government Co-ordinator General;
- b). ***Submission 98 - Mr Lloyd Stümer.pdf*** - a November 2019 Submission to the Senate Inquiry into the Management of the Inland Rail Project by the Australian Rail Track Corporation and the Commonwealth Government;

- c). **Submission 98 - Supplementary Submission.pdf** - a January 2020 Submission to the Senate Inquiry into the Management of the Inland Rail Project by the Australian Rail Track Corporation and the Commonwealth Government; and
- d). **Feedback of Community Concerns and Questions for Nicola ARTC from Lloyd Stumer CCC Version 21st February 2019.pdf** - a compilation of in excess of 72 Community Concerns and relative questions for ARTC to answer.

I am happy for this Submission to be made publicly available, as well as the four referenced reports above which address serious issues with the Inland Rail.

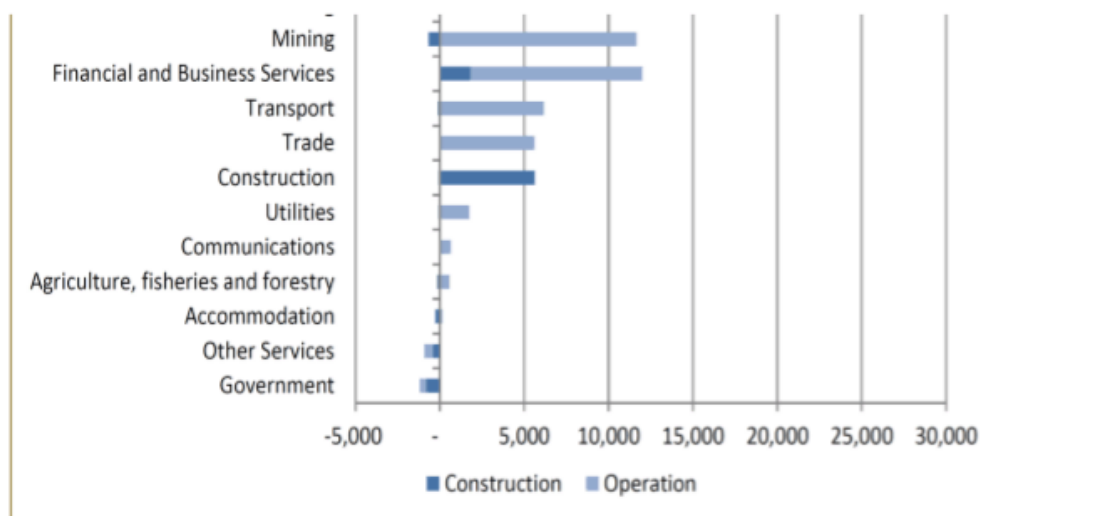
1. Key Theme ARTC governance and management arrangements for the delivery of the Inland Rail Program.

1.1 The ARTC have proven by a myriad of actions to be an unfit organization to build and develop the Inland Rail. The ARTC team is incapable of responsibly facilitating the delivery of the Inland Rail in any of its currently proposed forms.

1.2 Very early simple feasibility studies and business studies should have demonstrated very clearly and quickly to the ARTC and to the LNP Federal government that the Inland Rail as proposed was impractical and unfeasible based on essential environmental, economical, engineering, social and Corporate Governance issues. ARTC and its Inland Rail teams have demonstrated that they are still clearly incapable of understanding and responsibly and professionally addressing these issues.

1.3 Instead of addressing these essential issues, the previous Federal LNP government allowed ARTC and its Inland Rail teams to be stacked with incompetent and deceptive LNP ideologues. These essential issues were all totally ignored while the ARTC developed a recognizably flawed business case for an Inland Rail to subsidize an increased export and transport of thermal coal until at least 2070. Refer to the relevant comprehensive referenced details in my reports above, including ARTC’s own submission to the Senate Inquiry including Figure 15 below. This Figure details that the Mining Industry (i.e. thermal coal) is the main intended benefactor of the operation of the Inland Rail while the Rural Agricultural and Primary Industries received negligible benefit (despite large negative impacts on those industries).

Figure 15: Economic impacts by industry during Inland Rail construction and operation



(Industry economic impact, 2014-15 dollars, \$million, discounted using 4% discount rate)

1.4 The LNP Commonwealth government and the ARTC, instead of addressing the essential issues in Section 1.2 above, then embarked on a process of producing a flawed 2015 Business Case to subsidize the transport of thermal coal. This business case deliberately:-

- i. left out many billions of dollars of unbudgeted requirements;
- ii. assumed unrealistic rates of return on capital;
- iii. assumed unrealistic costs of development thus blowing out its acknowledged budget by tens of billions of dollars;
- iv. totally ignored the costs of its impacts as well as the impacts themselves;
- v. ignored the termination points and requirements;
- vi. ignored the existence and requirements of passenger rail and all transport both rural and urban detrimentally impacted by Inland Rail;
- vii. ignored the need for approvals - e.g. by proceeding without approvals, and with the major Shareholder of the ARTC (the then Leader of the National Party) declaring publicly in 2019 *“the Queensland section of the Melbourne to Brisbane Inland Rail will be built, despite Queensland still not signing an intergovernmental agreement”* (Refer to the Press Report following Page 99 of my Submission No 98 to the Senate Inquiry);
- viii. assumed that many of the costs of the project would be paid by others (e.g. Private Public Partnerships, Local and State Governments, the communities and environment and more monies to be extracted from the Federal Government);
- ix. assumed a doubling of the previous record export tonnage of coal from Brisbane. This assumption is also a doubling of the current Brisbane Port coal handling capacity;
- x. brazenly stated thirty-five (35) times in the Business Case document the exact words *“Requires Complementary (i.e. unbudgeted) investment (to be paid by others) on the QR (Queensland Rail) network(Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1100 metres”*;
- xi. it is noted that the New Hope Coal Group operates the coal handling facility at the Port of Brisbane and “own” the coal rights at Acland which they intend to expand. New Hope gave a significant donation of \$700,000 to the LNP (Refer to my Submission to the Queensland Coordinator General Pages 87 to 95). It may or may not be significant that New Hope Coal Group may have been rewarded with a deviation of the Inland Rail to near Acland to the Port of Brisbane, and that two Inland Rail employees were listed on their LinkedIn profiles as working simultaneously for New Hope Coal Group and Inland Rail (a possible strong conflict of interests). New Hope would be one of the main beneficiaries of the proposed Inland Rail; and
- xii. it is disconcerting to hear a senior ARTC project manager for the Section Kagaru to Acacia Ridge and Bromelton state publicly (as recorded on 30th November 2020) that despite having no valid business case, Inland Rail will be able to build whatever terminals and route are chosen; and furthermore that the **Government will guarantee** that all monies invested by other third parties into the currently unbudgeted billion dollar Public Private Partnerships (PPPs) for Inland Rail will be repaid (ostensibly by ARTC and the taxpayer). It is obvious that responsible economic management means absolutely nothing to the ARTC management.

1.5 Because the Inland Rail is unviable in its presently publicised routes and options for terminations in Queensland, the best way to facilitate any delivery of the Rail program would be to terminate the Rail at Newcastle using existing rail Infrastructure. This would avoid the major unwanted impacts of the Inland Rail development on many communities across Queensland, New South Wales and Victoria. This would also be consistent with the fact that the Queensland

Government has not given approval for the Inland Rail to build anything in Queensland, for many reasons. The tens of billions of dollars saved could be used on projects to actually improve and not destroy these many communities as well as the nation.

1.6 Because of the incompetence and culture shown by ARTC in all respects to the Inland Rail, and also the poor quality of construction work on the section Parkes to Narrabri (Refer to Pages 16 to 26, including photos of my Submission to the Queensland Government Coordinator General), it would be necessary to set very firm requirements for the completion of the Rail to Newcastle, even using existing rail infrastructure.

1.7 There is no way that ARTC using its present structure and personnel could conceivably improve its own management arrangements and structures to better facilitate the delivery of the Inland Rail Program

2. Key Theme The role of Inland Rail in meeting Australia's growing freight task and providing a Service Offering to meet freight sector needs.

2.1 To answer the relevant dot question in the associated request for Submissions, "***Inland Rail and access to intermodal terminals cannot create new opportunities and benefits for my region/industry/community It is very doubtful that Inland Rail will provide benefits to any communities other than those in the coal mining industry as currently targeted by the route and plan of the project***". (Refer to my Submission 98 to the Senate Inquiry Pages 17-18).

2.2 There will be no opportunities for urban or regional economic development opportunities in SE Queensland. In fact, the presence of the Inland Rail in SE Queensland will seriously decrease urban and regional economic development opportunities because:-

- i. the road transport system will be seriously degraded due to increases in road congestion from the many thousands of extra trucks required daily to tranship goods to and from Acacia Ridge (or any other Inland Rail terminal);
- ii. the rail passenger network and the existing rail freight networks handling the existing freight throughout the region will be seriously impacted by the congestion and priorities of the Inland Rail which is being planned independently of the existing passenger and existing rail freight networks;
- iii. the detrimental impacts of flooding, community division by barriers, loss of community amenity and health; and
- iv. the huge amounts of public money (billions of dollars) being devoted to Inland Rail has been proven to be better spent on many better projects identified by both the Federal and Queensland State Departments relevant to Infrastructure (Refer to my Submission 98 to the Senate Inquiry Page 17).

2.3 The lack of regional economic opportunities from the Inland Rail in rural communities has been stated and repeated by many farmers. In SE Queensland it is much easier, cheaper and faster to transport their goods directly from the farms to their relatively close destinations in Brisbane and elsewhere by trucks rather than the multiple handling and costs associated with:-

- i. loading goods at the farm onto a truck;
- ii. transporting the goods by truck to a suitable Inland Rail Station;
- iii. unloading the goods from the truck at the suitable Inland Rail Station;
- iv. possibly temporarily storing and then loading the goods onto a train carriage;
- v. shunting of the train and carriage;
- vi. transporting the goods by rail on the train to a suitable receiving Inland Rail Station/depot such as Acacia Ridge;

- vii. unloading the goods from the Rail at this suitable receiving Inland Rail Station/depot;
- viii. possibly temporarily storing and then loading the goods onto a truck; and
- ix. transporting the goods by truck to the destination to complete the delivery.

2.4 The huge impacts of the Inland Rail as well as its contentious intended thermal coal cargo will have huge impacts on the communities as has already been documented in many studies and articles. These impacts will be permanent and ongoing and will be a drain (not a benefit) to the vast majority of communities.

2.5 With respect to meeting Australia's growing freight task and providing a Service Offering to meet freight sector needs (Refer to my Submission 98 to the Senate Inquiry Page 20):-

- i. The current freight line to the Port of Brisbane shares the same corridor as a number of Brisbane's metropolitan passenger rail services (the Metro). The potential to maintain and/or grow rail freight using this line is constrained as a result of the increasing frequency of passenger rail services. The result is Australia's poorest performing freight rail share at less than 3% of intermodal freight.
- ii. Without significant improvements to the existing line and/or the development of a new dedicated freight rail corridor, productivity will decline due to increased road congestion, transport costs will increase and these factors could potentially constrain trade growth through the Port of Brisbane.
- iii. The Port of Newcastle is the largest port on the east coast, and Australia's third largest port by trade volume. It is well placed to support the predicted doubling of Australian freight over the next 20 years and beyond. The port has the capacity to handle more than 328 million tonnes of trade and more than 10,000 shipping movements per annum – more than double its current trade. This can be delivered via the existing deep water shipping channel and 200 hectares of vacant port land which presents a huge opportunity for state and national economic growth, without major government investment. It is centrally located between Melbourne and Brisbane and in close proximity to the key export area for New South Wales, offering new efficiencies for cargo owners and an opportunity to avoid capital city congestion.
- iv. Newcastle is in stark contrast to Brisbane which is a smaller port with significant multibillion dollars of additional works required to connect it to an operational Inland Rail terminus planned at Acacia Ridge or elsewhere, with major negative impacts across SE Queensland; and
- v. It is also much cheaper to export goods from New South Wales and Victoria through Newcastle than it is through Brisbane.

3. Key Theme The processes for the selection and refinement of the Inland Rail route and whether these processes are fit-for-purpose, including consideration of benefits and impacts.

3.1 The ARTC's approach to route selection and engaging communities on the route is not fit-for-purpose. The whole process has been wrong from the very start as demonstrated by the selection of the unviable route and the fiddling of costs and the total misrepresentation of benefits and impacts.

3.2 Based on its deceptive and unsatisfactory behaviour over the last few years, and its continued disregard of and bullying of the communities pleading for concerns and truth, I would consider the whole ARTC organisation to be incapable of improvement in any sensible and trustworthy manner with communities and stakeholders along the route in regard to the processes used to consider benefits and impacts.

3.3 The deception employed by ARTC has been clearly demonstrated on many occasions. One such very important occasion was:-

- i. In contrast to a rational address of the very serious air quality impacts of the project (see my Submission to the Queensland Government Coordinator General Pages 33 to 70), the ARTC has further shown its complete disregard for these impacts by aggressively abusing me personally and preventing me from speaking on this issue at a public Community Consultative Committee (CCC) Inland Rail meeting organized and controlled by ARTC. This two-hour meeting of 30th November 2020 in Brisbane had its agenda marked precisely to address "air quality" as one of the three main listed topics. I was then a formal active CCC member and the only air quality expert present at the meeting (apart from a very-misleading junior consultant working for ARTC);
- ii. The violation of regional air quality impacts in the Brisbane Airshed due to the massive regional emissions from the proposed Inland Rail locomotives and the thousands of diesel truck required to service the train loads should prohibit the planning of any Inland Rail Project East of Toowoomba, as the Inland Rail team and ARTC are fully aware. The Inland Rail project has been calculated to have a major impact on air quality by doubling the emission of man-made fine particulates and adding approximately 56% more of the emissions of oxides of nitrogen (an ingredient for forming regional photochemical smog) into the Brisbane Airshed where already the concentrations of fine particulates and of smog exceed Air Quality Standards. A proposed power station with significantly less diesel emissions than the Inland Rail was stopped by the Brisbane City Council precisely because of the unwanted impact of those lower diesel emissions;
- iii. The further deceptive actions of ARTC with respect to the serious Air Quality issues are discussed in my Submission to the Queensland Government Coordinator General Pages 9 to 15 as well as in Pages 33 to 70; and
- iv. To deliberately facilitate and enable the development of this project to significantly worsen the air quality of the whole region (where approximately three million people live) will lead the developers, proponents, enablers and authorities open to massive class lawsuits due to:-
 - a. "malfeasance" - the wilful and intentional action that would significantly damage the health and well-being of the entire population who live in the Brisbane Airshed;
 - b. "misfeasance" - the wilful inappropriate action or intentional incorrect action or advice; and
 - c. "nonfeasance" - the failure to act where action is required.

4. Key Theme The effectiveness of ARTC's community and stakeholder engagement processes, and opportunities for improvement, including ARTC's approach to addressing community concerns.

4.1 The unenviable thing which ARTC has done well is persistently and consistently ignoring the communities and community concerns in order to further its ideological ambitions in following what it perceives as the LNP's wishes.

4.2 The LNP has refused to engage with the communities and independent experts in order to plan then achieve any honourable development.

4.3 Even though I was a CCC member, ARTC refused to let me speak at a public meeting convened for air quality where I was the acknowledged expert (see Section 3.3 of this Submission);

4.4 Even though I was a CCC member, ARTC refused since February 2019 to answer or address 59 of the at least 72 simple question I provided to ARTC of genuine community concerns (Refer to my Submission 98 to the Senate Inquiry as well as my attached "*Feedback of Community Concerns and Questions for Nicola Mitchel ARTC...*");

4.5 Even though I was a CCC member, ARTC has refused to address me or any of the issues I have mentioned in my Submissions to Governments, despite requests from me and the governments that they do so;

4.6 The ARTC in early 2021 sacked me from the CCC because I refused to sign a personal undertaking that I would not discuss in any CCC forum any reasons why the Inland Rail route should be changed from terminating at the unviable Acacia Ridge. This had the effect of basically making the CCC K2ARB a rubber stamp for the ARTC's wishes;

4.7 There are many other issues described in the numerous Submissions to Government and to the ARTC and in numerous respected publications concerning the absolute sham and unviability of the Inland Rail as developed and proposed by the untrustworthy ARTC. It is not possible in the short space required for this Submission to outline these many other issues;

4.8 Due to its continued poor track record, deceptive information and lack of any empathy with its "victims of impacts", it is not possible for ARTC to improve its communication and engagement processes with communities and stakeholders without a complete gutting of the present structure and replacement with competent people; and

4.9 The only way that I can imagine ARTC could improve its communication and engagement with communities and stakeholders in responding to concerns would be to have the ARTC and its personnel made culpable for their actions according to existing government guidelines for public accountability (Refer to my Supplementary Submission 98 to the Senate Inquiry Page 3). Senator Sterle (Chair of the Senate Inquiry) has already threatened at a Senate Estimates Hearing to have an ARTC official charged with contempt of the Senate for providing misleading information to the Senate.

Conclusion

The preceding details have demonstrated clearly some of the major faults associated with ARTC and the Inland Rail. These faults demonstrate why ARTC is unable to meet any of its responsibilities to the Australian people. The Inland Rail cannot enter SE Queensland (based on current Air Quality Legislation) or many other communities based on what is morally right and acceptable:-

- 1) **Environmentally** - The project will have massive damaging environmental consequences across Queensland and other communities in New South Wales and Victoria. Environmental impacts and the breaking of Queensland Environmental Legislation mean nothing to ARTC management with regards to the Inland Rail;
- 2) **Socially** – The people will have to pay not only for its unwanted intrusion into our lives, but will also have to try to live with its large impacts on our lives. Social cohesion in communities means nothing to ARTC management with regards to the Inland Rail;
- 3) **Economically** - ARTC/Inland Rail can't explain or justify the large expenses and budget blowouts and dwindling revenue associated with the unravelling of its business case; its unsubstantiated guarantees to ensure that billions of extra money sought from other will be repaid by someone else; and its huge expectation that the many billions of currently unbudgeted facets of the project will also be funded by

somebody else. The huge unbudgeted compensation claims and damages from the impacts of this project will also have to be funded by someone else. Economic responsibility means nothing to ARTC management with regards to Inland Rail; and

- 4) **Corporately** - Part of the assessment in any approval process requires that the proponents are worthy and trustworthy to be considered capable of delivering the project responsibly with due regards to environment, social and economic issues and to the benefit of the public. Inland Rail has shown that it is not capable of delivering in any of these matters. Corporate responsibility means nothing to ARTC management with respect to Inland Rail; and

The termination of the Inland Rail at Newcastle using available Infrastructure will benefit Australia significantly and avoid the serious damage the ARTC and its Inland Rail wish to inflict upon the Communities along its route. In contrast, the many billions of dollars that will be saved by terminating at Newcastle can be used to actually improve rather than damage these and other communities across Australia.



Lloyd Stümer

BAppSc (Physics), Post Grad Diploma of Meteorology, MSc,
Fellow of the Royal Meteorological Society
Former Member of Community Consultative Committee Inland Rail K2ARB

Submission to Coordinator General of Queensland

concerning the

ARTC Draft Environmental Impact Statement for the Inland Rail Section Calvert to Kagaru

From

Lloyd Stümer

BAppSc (Physics), Post-Graduate Diploma in Meteorology, MSc

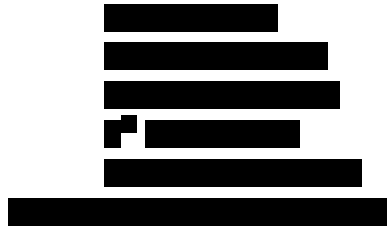
Fellow of Royal Meteorological Society

8th March 2021

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Attention: Coordinator-General
C/- EIS Project Manager, Inland Rail – Calvert to Kagaru project
Coordinated Project Delivery
Office of the Coordinator-General
PO Box 15517
City East QLD 4002 Australia

Submission to Draft Environmental Impact Statement of Inland Rail Calvert to Kagaru Section as produced by ARTC

Background to My Submission and Recommendations.

My Submission is based on:-

- I. the contents of the Draft Environmental Impact Assessment (EIS) of Inland Rail Calvert to Kagaru Section;
- II. my experiences as an active former Community Consultative Committee (CCC) member of the Inland Rail on the adjacent section Kagaru to Acacia Ridge and Bromelton;
- III. my professional scientific environmental employment over 50 years, including being the Senior Air Quality Scientist responsible for the design and implementation for the Brisbane City Council of the original Brisbane Air Quality Strategy in 1996. This Strategy was implemented to protect the Air Quality of Brisbane City and its surrounding Airshed; and
- IV. Correspondence and photos from NSW demonstrating the extremely poor quality of work and permanent damage and hazards created by ARTC construction for its Inland Rail Section Parkes to Narromine.

The overwhelming evidence contained in this Submission demonstrates that:-

- a) the EIS Calvert to Kagaru must be rejected outright by the Queensland Government;
- b) in concert with banning the Inland Rail from entering the Brisbane Airshed;
- c) and furthermore because of ARTC's proven unacceptable track record with both planning and construction in NSW and Queensland, it should be banned from planning or any construction associated with the Inland Rail in Queensland, with the Rail terminating in NSW (it seems at Newcastle preferably); and
- d) the many tens of billions of dollars saved from rejecting the Inland Rail from Queensland should be diverted to projects to actually benefit communities instead of destroying them.

The formal recommendations in the Conclusions of this Submission are:-

Recommendations:

1. The Queensland Government resolves "The draft EIS (Calvert to Kagaru) be rejected due to major impacts on the community both environmentally, socially and economically";
2. The Queensland Government resolves "The Inland Rail project be halted immediately from planning to enter the Brisbane Airshed because of its already proven major impacts on the air quality of the Brisbane Airshed. These impacts will directly hurt the health and well-being of the several million people who live in this airshed. These people are protected by existing Queensland Air Quality legislation which would be violated by Inland Rail being permitted to enter the Brisbane Airshed";
3. The Queensland Government resolves "The Inland Rail should be prevented from entering Queensland due to its unwanted impacts (environmentally, socially and economically) with no proven benefits for the vast majority of people throughout SE Queensland, including farmers and businesses not only on the floodplains";
4. The Queensland Government resolves "The savings of money from stopping the Inland Rail and its unwanted impacts in Queensland should be diverted for use on projects throughout Queensland for the benefit (and not destruction) of Queenslanders";
5. The Queensland Government resolves "A message is passed to ARTC and the Australian Government that the Queensland Government supports the Queensland people who have expressed widespread concerns about the ARTC Inland Rail operations in the Queensland."; and
6. The Queensland Government resolves "A message be passed to the ARTC Inland Rail Team informing them that despite what was told to the Senate Estimates Committee on 19th October 2020 [see Part 2.2 c)] by the still current CEO of Inland Rail, there has never been a Westliner Train going west from Toowoomba to Perth (or Adelaide) and that despite his claims to the Senators, it was NEVER "**one of the key requirements of the state**" to "**share that (non-existent) route**" of the non-existent Westliner".

1. Summary

The overwhelming environmental reasons why the EIS must be totally rejected by the Queensland Government are summarized in Point 1.1 below. Additional reasons demonstrating why the Draft EIS should be rejected by the Queensland Government are summarized in Points 1.2 and 1.3, and then discussed in more detail in Chapters 2 to 2.6 of this report. The Summary here repeats some of what has been extracted from Chapter 2. The Conclusions and Recommendations are contained in Chapter 3.

1.1 The Main Environmental Reasons to Reject the EIS and Prevent Inland Rail Entering the Brisbane Airshed

There are overwhelming environmental reasons why the Draft EIS of Inland Rail Section Calvert to Kagaru must be totally rejected by the Queensland Government and why Inland Rail must not be allowed to enter the Brisbane Airshed (East of Toowoomba) where:-

- a) regional air pollution levels already exceed legislated Air Quality Standards to protect human health and welfare;
- b) the extra regional atmospheric emissions from the fleets of diesel locomotives and the huge number of diesel trucks required to load and unload the train loads (all associated with the Inland Rail project) will add approximately an extra 107% (i.e. a doubling) of total man-made emissions of fine respirable particulates plus approximately an extra 56% of total oxides of nitrogen (essential for the formation of regional photochemical smog) into the Brisbane Airshed;
- c) it is precisely regional pollution levels of fine respirable particulates plus photochemical smog which already currently exceed the legislated Air Quality Standards in the Brisbane Airshed;
- d) it is precisely why air pollution management in the Brisbane Airshed has identified oxides of nitrogen and fine respirable particulates as the emissions of most concern which should be reduced in the Brisbane Airshed;
- e) this huge increase in extra atmospheric emissions from the Inland Rail project will have a serious impact on the health and welfare of the three (3) to 3.5 million people who live in the Brisbane Airshed and who will be forced to breathe the extra pollution/poisons already exceeding legislated Standards in the air; and
- f) the above is precisely why a previously planned diesel turbine power station with significant but less diesel emissions than the Inland Rail project, was stopped by the Brisbane City Council (exercising its planning powers) from being built in the Brisbane Airshed; plus
- g) all of the above demonstrates why (in addition to the other issues addressed in this submission) any facilitator of the Inland Rail with its plans to enter the Brisbane Airshed would be negligent and find themselves open to widespread class action of

potentially many billions of dollars involving "public duties and obligations, malfeasance (the wilful and intentional action that would significantly damage the health and well-being of people), misfeasance (the wilful inappropriate action or intentional incorrect action or advice) and nonfeasance (the failure to act where action is required)".

1.2 Terms of Reference – Objectives of the EIS

The Terms of Reference (TOR) provided by the Queensland Coordinator General for this EIS stated clearly that *“Section 5.1. The objectives of the EIS are to ensure that all relevant environmental, social and economic impacts of the project are identified and assessed, and to recommend mitigation measures to avoid or minimise adverse impacts. The EIS should demonstrate that the project is based on sound environmental principles and practices.....”*. The draft EIS does not meet these objectives because:-

- a) The project is **NOT “based on sound environmental principles and practices”**;
- b) Published reports, reviews, advice, evidence, relevant actions and Submissions by many experts and authorities have demonstrated well before 2015 and after that date that the Inland Rail Project is neither environmentally, socially or economically viable due to the associated prohibitively large impacts of the project coming into the Brisbane Airshed;
- c) Within its own Inland Rail Statement of Expectations ARTC itself agreed **“Should ARTC become aware that there is a substantial risk that it will be unable to complete Inland Rail, or a major component of Inland Rail, within the parameters set out in either the Corporate Plan or this Statement, it must advise Shareholder (i.e. Commonwealth Government) Ministers and Departments immediately”**. These Shareholders are Deputy Prime Minister Michael McCormack (Department of Infrastructure and Regional Development) and Minister Simon Birmingham (Department of Finance).
 - 1) ARTC if acting according to its own Statement of Expectations, should have notified these Commonwealth Shareholders at least two-and-a-half (2.5) years ago that it should not enter the Brisbane Airshed when it was made definitely aware (on 5th August 2019 for which audio proof exists) of this prohibitive regional air quality issue.
 - 2) This date is well before the Commonwealth pressured the Queensland Government in November 2019 to sign the secret Intergovernmental Agreement (IGA) to allow ARTC to plan to bring its unwanted trains into Brisbane. The Commonwealth and ARTC should have notified the Queensland Government of this restriction before asking for the Agreement to be signed.
 - 3) If the Commonwealth Shareholders were appropriately notified (as they should and well may have been), they should have then immediately brought this matter to the attention of the Queensland Government and its authorities (as well interstate authorities) and ceased all plans for Inland Rail to enter the Brisbane Airshed.
 - 4) If neither the ARTC nor the Commonwealth Shareholders informed the Queensland Government of this issue, either one or all of them bear the responsibility for deception and dishonesty.

- 5) It now becomes the responsibility of the Queensland Government to act accordingly to protect its people by both rejecting the EIS due to its lack of credibility throughout, and acting to prevent the Inland Rail entering the Brisbane Airshed.
- d) Instead of acknowledging Points b) and c) above and acting appropriately and responsibly within even its own Statement of Expectations, ARTC has demonstrated it is not to be trusted by contrarily producing the sham Draft EIS based on deliberately misleading and dishonest information to try to achieve a fraudulent outcome.

1.3 Terms of Reference – Assessment of Specific Matters

The TOR states that the EIS must provide an **“11. Assessment of project specific matters (including) Matters of national environmental significance; Water; Land; Flora and fauna; Transport; Noise and vibration; Air; Social; Economic; Hazards, health and safety; Waste management and Cultural heritage ...and include cumulative impacts”**. It is acknowledged that the impacts of the project on all of these matters will be significantly detrimental throughout Queensland and will produce absolutely no benefits within the region. It is not within the resources of my Submission to comment in detail on all of these matters. However the Queensland Government must totally reject the EIS based on the fraudulent response by ARTC to these matters whereby:-

- a) **AIR:** The EIS dishonestly concludes “Assessments show that during the operational phase, compliance for all air pollutants is predicted for all traffic-volume scenarios” despite the information of what it was aware of in Sections 1.1 and 1.2;
- b) **SOCIAL:** The EIS misleadingly concludes that at least nine (9) acknowledged real social issues (property impacts, community impacts, amenity impacts [due to noise, vibration, dust, changes to the landscape and increased traffic], traffic delays, delays in responses to emergencies, draw on resources and labour, increased demand for health and emergency services, risks of road-rail accidents, disruption of connectivity between resources) are merely “*potential social impacts*” but then also concludes without justification in the same section “*it is considered the project will have an overall positive impact on road safety*” and “*In contrast, the local community will benefit from the construction and operation of the project*”.
- c) **ECONOMIC:** . The economics of the Inland Rail project are a major factor in any credibility and sustainability of the Inland Rail with respect to its environmental, social and economic responsibilities. These responsibilities are required to be assessed in Submissions relating the EIS's currently under review for various sections of the Inland Rail in both NSW and in Queensland. The total disregard provided by ARTC towards and economic responsibility is demonstrated below:-
 - 1) I have asked ARTC officially as a then CCC member for relevant details of their new business cases and expenditures which are profoundly different from the 2015 Business Case for input into the EIS Submissions. ARTC has refused to provide such essential details and replied “***In relation to your questions about the budget for Inland Rail, this is a matter for the Federal Government. Any further questions about this should be directed to the Federal Government*** “, without identifying any contact within the vast Federal Government.

- 2) Because ARTC is unable to provide budget details concerning its own project and EIS, any evaluation of the EIS's credibility therefore becomes worthless and further demonstrates why the EIS must be totally (i.e. fully) rejected by the Queensland Government.
- 3) The economic processes associated with the Inland Rail from Melbourne to Brisbane have been a farce identified and publicly reported by many experts since its inception.
- 4) Neither ARTC nor the Australian Government has revealed how much money the Queensland Government will have to spend to satisfy the undertaking "*Requires Complementary (i.e. unbudgeted) Investment on the QR network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres*". This precise wording for this required undertaking is mentioned 35 times in the 2015 Business Case for the Inland Rail as one of the foundations of every assumption in that Business Case;
- 5) ARTC is unable to provide any of the requested budget details required to address the EIS, other than expose its total unreliability and reliance on "faith" in keeping its open chequebook. It relies on somehow receiving extra huge unbudgeted amounts of money from the public and stretching both the generosity of the public purse and trying to enforce an ignorance of many in the public with no day of reckoning;
- 6) ARTC has just recently been given a \$5.5 billion extra in public funds (a massive 50% increase) because their original budget was faulty, but it won't say where this extra money will be spent;
- 7) There are negligible funds set aside to pay for substantial costs of mitigation, compensation and widespread class action that will occur from its current plans;
- 8) A vast amount of funds required for the project is still unbudgeted. Apart from the unbudgeted funds required to upgrade the QR network to take longer coal trains, it has been estimated that almost a doubling of funds (i.e. \$10 billion to \$15 billion extra in currently unbudgeted money) is required to complete the project;
- 9) Marked depreciation of many thousands of properties in the areas affected by the line will be expected but this is being ignored by ARTC who claim they will pay no compensation. This is a possible further case for widespread class action resulting in major additional costs (for example 30,000 properties suffering a loss of \$100,000 each is equivalent to a loss in property values of \$3 billion);
- 10) The cost of other potential widespread class actions against the Inland Rail and its facilitators would potentially be much more than that mentioned just above;
- 11) Very surprisingly, in the midst of the shrinking coal market revenues on which the 2015 Business case was founded, and the extreme budget

construction blowouts, ARTC are now stating publicly that any money ARTC can obtain from friendly banks or investors in any PPP agreement, will be guaranteed to be repaid. ARTC apparently think it logical that others (as the Queensland Government and the public) would bear the costs for this guarantee, although it never identified who would bear the costs;

12) It is expected that a face-saving exit plan from the current ARTC Inland Rail mess will need to be provided “while the total project is reviewed”. The most economical solution would be to terminate the project at Newcastle (using all available infrastructure), and transfer the tens of billions of dollars that would be saved, to other projects to benefit communities throughout Australia, not devastate communities throughout Queensland and NSW.

13) In February 2019, Infrastructure Australia had already identified 30 projects across Australia which are of a higher priority for Australians than the Inland Rail. That assessment was made well before the crash of the business case for Inland rail demonstrated by falling coal demand for revenue and an explosion of construction costs.

d) **NOISE AND VIBRATION:** These are major issues near any rail corridor, especially for heavy freight and coal trains. These are a major reason why ARTC in its own literature advises would-be new residents to think clearly before moving into any such area and infer they move elsewhere. The EIS undertaking by ARTC in its conclusions to do monitoring after the Inland Rail begins operation to determine mitigation measures is just incredible given that:-

- 1) ARTC has told the population of the neighbouring section of line from Kagaru to Acacia Ridge and Bromelton that it was able to conclude that the residences and premises of that section would only need noise mitigation if within only 50 m of the rail track. This was in spite of earlier Queensland Government calculations that mitigation may be required for residences up to 2500 m from the line. ARTC was able to achieve this incredible conclusion by “by refining....refining....refining....refining....refining.....refined estimates” (in its own words). What hope is there for anyone if this is the standard response by ARTC for the welfare of fellow Australians;
- 2) ARTC has no resources or budget to provide noise mitigation;
- 3) In its own literature, Inland Rail states that it does not provide noise monitoring and that noise was a responsibility of its operators;
- 4) ARTC and its facilitators actually consider that it is acceptable and within its own lack of responsibility and lack of human empathy to impose its unwanted project within metres of premises and residences and destroy the sleep, lives and livelihoods of the impacted people.

e) **HAZARDS, HEALTH AND SAFETY:** Considerable concerns have been expressed regarding the hazards, health and safety associated with the Inland Rail project but these have been generally ignored by ARTC which is responsible for creating the

problems. In addition to the problems identified in the preceding pages of this Submission, these problems include:-

- 1) dissecting and flooding regional farms and communities;
- 2) the social and congestion consequences of the project with the streets of SE Queensland being bombarded with both the additional heavy freight and coal trains and the many thousands of extra trucks required to load and unload the trains; and
- 3) the photos and information provided in this Submission [see Section 2.2 part d)]demonstrate clearly the unacceptable track record of ARTC in providing substandard Inland Rail construction works with scant regards for hazards, health and safety. These photos and information relate to Inland Rail's new section Parkes to Narromine and demonstrate emphatically why ARTC should never be allowed to build its monstrosity Inland Rail anywhere in Queensland – not just the sections in the Brisbane Airshed.

2. More Detailed Comments

2.1 Why the Air Quality Issues are the Overwhelming Environmental Reasons (amongst others) to Reject the EIS and Prevent Inland Rail Entering the Brisbane Airshed

I write this section of the EIS Submission from my background as the Senior Air Quality Scientist responsible for the formulation and implementation of the original Brisbane Air Quality Strategy for the Brisbane City Council in 1996 to protect the air quality of Brisbane and its surrounding airshed. The Inland Rail will have a devastating impact on the regional air quality of the Brisbane Airshed. It must therefore be stopped from entering the airshed (east of Toowoomba) to avoid this impact on the health and well-being of the several million people who must breathe the air in this airshed.

Much of the air quality information below has been included in the Summary Section 1.1 at the front of this Submission. All the information in this section has been sourced and calculated from official Queensland and Australian Government documents and actions as collated in the 40 Page draft report ***“Draft CALCULATIONS OF AIR QUALITY AND EMISSIONS IMPACTS IN BRISBANE AIRSHED ASSOCIATED WITH INLAND RAIL EMISSIONS version 16th December 2020”***. This report should be referred to for clarification of air quality questions that are valid and to be expected. This report is included in this Submission as **Document Reference Number #1**.

- a) Regional Air Quality in the Brisbane Airshed for fine particulates and regional photochemical smog already exceeds air quality standards. These legislated standards have been established in Queensland precisely to protect the human health and well-being of the people in Queensland.
 - 1) These pollutants are largely as a result of diesel and petrol combustion emissions into the urban airshed. The air pollution management program to control air quality in the Brisbane Airshed is largely focused on the reduction of transport emissions which are the largest man-made source of air pollutants in the Brisbane Airshed;
 - 2) The extra regional atmospheric emissions from the fleets of diesel locomotives and the huge number of extra diesel trucks required to load and unload the train loads (all associated with the Inland Rail project) will add approximately an extra 107% (i.e. a doubling) of total man-made emissions of fine respirable particulates plus approximately an extra 56% of total oxides of nitrogen (essential for the formation of regional photochemical smog) into the Brisbane Airshed;
 - 3) Air pollution management in the Brisbane Airshed has identified precisely oxides of nitrogen and fine respirable particulates as from diesel and petrol combustion as the emissions of most concern which should be reduced in the Brisbane Airshed;
 - 4) It is precisely regional pollution levels of fine respirable particulates plus photochemical smog which already currently exceed the legislated Air Quality Standards in the Brisbane Airshed;

- 5) This huge increase in extra atmospheric emissions from the Inland Rail project will have a serious impact on the health and welfare of the three (3) to 3.5 million people who live in the Brisbane Airshed and who will be forced to breathe the extra pollution/poisons already exceeding legislated Standards in the air;
 - 6) The emissions from the Inland Rail on the section Calvert to Kagaru are in the Brisbane Airshed and must be therefore stopped along with the exclusion of the Inland Rail entering the Brisbane Airshed;
 - 7) the above is precisely why a previously planned diesel turbine power station with significant but less diesel emissions than the Inland Rail project, was stopped by the Brisbane City Council (exercising its planning powers) from being built in the Brisbane Airshed; plus
 - 8) all of the above demonstrates why (in addition to the other issues addressed in this submission) any facilitator of the Inland Rail with its plans to enter the Brisbane Airshed would be negligent and find themselves open to widespread class action of potentially many billions of dollars involving "public duties and obligations, malfeasance (the wilful and intentional action that would significantly damage the health and well-being of people), misfeasance (the wilful inappropriate action or intentional incorrect action or advice) and nonfeasance (the failure to act where action is required)".
- b) ARTC is fully aware of the significance of the major impacts of the large quantity of diesel emissions from the project within the Brisbane Airshed. Instead of acting appropriately and honestly concerning these impacts, ARTC has embarked on a deliberate and unacceptable deceptive program to ignore and try to cover-up the issue, prevent public discussion on the issue, and mislead and lie about its already-known impacts. These major impacts which should stop the Inland Rail entering the Brisbane Airshed were certainly known by ARTC in mid-2019 but should have been obvious to it many years before that.
- 1) These impacts were discussed at a Community Consultative Committee meeting Kagaru to Acacia Ridge and Bromelton (CCC K2ARB) and can be heard on a readily available (if required, from me) audio recording of the public meeting on 5th August 2019. This discussion was shut down by ARTC (not its consultant) when the ARTC staff present suddenly became aware of the serious consequences of the project's air quality impacts which would stop it coming into the Brisbane Airshed;
 - 2) From what was said and done at the 5th August 2019 meeting, it was immediately obvious that the approach which ARTC was taking with respect to Air Quality, was to provide a total whitewash of the issue;
 - 3) Despite knowing the significance of its project in increasing the levels of regional photochemical smog and fine particulates, ARTC has chosen to

deliberately totally ignore this significance in the Calvert to Kagaru EIS, in all of its many published brochures and also at its special public CCC (Kagaru to Acacia Ridge and Bromelton) presentation on air quality on 30th November 2020.(again ignoring the serious regional impacts discussed on 5th August 2019);

- 4) The Table 12.4 of Air Quality Goals in the EIS Calvert to Kagaru deceptively does not include Ozone because ARTC don't want it included due to the known significance of impacts of the Inland Rail's emissions on increasing the regional photochemical smog levels (for which ambient ground-level concentrations of ozone are a universal indicator);
 - 5) The public presentation of Air Quality at the 30th November 2020 meeting was totally unacceptable. At this meeting the Senior Scientist responsible for the development and implementation of the initial Brisbane Air Quality Strategy (i.e. myself, Lloyd Stümer as a CCC member) was personally publicly insulted and ridiculed by the ARTC- paid Chairman (with the full support of ARTC, as written by ARTC) and prevented from speaking. The totally false message given by ARTC at that meeting was that there were no air quality problems associated with the Inland Rail. Such aggressive behaviour by ARTC at this meeting towards its own CCC member or anyone should not be tolerated, but is indicative of the extent to which ARTC will go to cover-up this serious issue;
 - 6) As stated above, ambient ground-level concentrations of Ozone (O₃) are used world-wide as the indicator of regional photochemical smog. This is the only pollutant monitored by the Queensland EPA at all of its 5 air quality monitoring sites in the Brisbane Airshed (see Table 12:25 on Page 12-32 of the EIS report) but this pollutant was STILL deliberately ignored by ARTC in its EIS with no justification. This merely highlights the obvious fact that ARTC was trying to cover up the significance of the impacts of the emissions on regional photochemical ozone, which ARTC certainly knows would lead to Inland Rail's exclusion from the Brisbane Airshed;
 - 7) The EIS Air Quality report is a rather meaningless exercise of subterfuge (at least 536 pages of irrelevant and unconnected "cut-and-pastes of red-herring" inserts) of some meteorology and some air quality measurements and doubtful calculations; and
 - 8) ARTC has not provided any comment on the inaccuracies of its calculations in any air quality calculations or anywhere else in its EIS.
- c) Whilst ignoring the critical issue of photochemical smog, ARTC then in its EIS embarks on a further deliberately misleading and unacceptable process of an "Adopted background of air quality (Section 12.5.2.2)". Air quality varies from hour to hour, day to day, season to season and year to year based on many factors chief of which are the varying meteorology and varying emissions. Air Quality Standards refer to levels of pollutants that are not to be exceeded, or are to be exceeded no more

than one day per year (0.3% of time). It is on days of high pollution when these air quality standards (to protect human health and welfare) may be exceeded.

- 1) ARTC has used a unsuitable methodology of adopting a 70 percentile value of pollution concentrations to calculate an “Adopted background of air quality” which ignores the highest 30% of values (e.g. 110 days of the year) when pollution levels are actually of concern). Thereby it has deliberately ignored all of the pollution events of concern and with some associated mumbo-jumbo has arrived at the conclusion that air pollution will not be a concern, despite knowing that it has discounted the highest 30% (e.g. 110 days) of the highest air pollution events. While there may be justification in using a similar approach to addressing dust levels caused by isolated vehicles on a dirt road, there is no justification for using this approach in an urban airshed where the regional emissions from the project will approximately double the man-made emissions of fine particulates and add more than half the man-made emissions of oxides of nitrogen.
- 2) It is noted that this artificially low level “Adopted background of air quality” selected in Table 12:26 is generally about only approximately 20% of air quality standards. This is despite the long-term measurements of the Queensland Government EPA which demonstrates that the air quality standards are exceeded and ignored by ARTC..
- 3) In an absolutely futile attempt to mislead serious reviewers of the EIS, ARTC then embarks on a further deceptive “red-herring” trail of deciding on the deliberately misleading term it calls the “Assimilative capacity of the receiving environment (Section 12.5.2.3)”. This fictitious capacity is calculated by subtracting the low “Adopted background” from the air quality standard which will suggest that the concentration of emissions could increase perhaps another 80% (i.e. 4 times the “Adopted background....”) before there is a problem with air quality as per ARTC’s deliberately misleading process.
- 4) To provide a similar analogy to this warped methodology used by ARTC for air quality, flood planners could be excused for using a similar warped methodology (ignoring the highest 30% of river-levels) to provide an artificial “Assimilative capacity of the river receiving environment”. They could thus use major flood river height minus 70 percentile of river heights to assume that no river would ever flood. Therefore even though a major flood (or air pollution standard exceedance) could be occurring, the calculations by ARTC would demonstrate that a steady-state “adopted background ignoring the higher 30% of readings” would ensure that almost all major floods (or pollution events) and any additional contribution from any development, could be ignored.
- 5) The subsequent calculations of air quality impacts are thoroughly meaningless as ARTC are wrongly using a meaningless 70 percentile adopted background value and assuming an unjustified “Assimilative Capacity of the Brisbane Airshed” and using air quality calculations of unknown accuracy whilst totally ignoring the regional air quality impacts.

d) Non Compliance with Terms of Reference EIS Air Quality Calvert to Kagaru

(My Comments in Red Italics on the Lack of Compliance with the Terms of Reference Inland Rail EIS Calvert to Kagaru in black

Air Objective of EIS (see Terms of Reference P26 to P28)

Development is planned, designed, constructed and operated to protect the environmental values of air.

The Air Objective of the EIS has not been met or even addressed in any meaningful way by ARTC.

This development is not “planned, designed, constructed and operated to address the environmental values of air”.

The ARTC Air Quality EIS has failed to meet its own “Air Objective of EIS”.

Existing Environment

11.128. Describe the existing air quality that may be affected by the project in the context of environmental values ***(Not Done – Regional air quality deliberately ignored)***.

11.129. Discuss the existing local and regional air shed environment ***(Not Done – Regional air quality deliberately ignored)***.

11.130. Provide baseline data on local meteorology and ambient levels of pollutants for modelling of air quality ***(Not Done – Regional air quality deliberately ignored plus for ambient levels of particulates a 70 percentile level of particulates was selected arbitrarily as the deceptively low “baseline” representative level. This effectively ignores the 30 percent of elevated particulate levels which are specifically those highest levels of concern. A simple analogy to this ridiculous modelling may be made of flood designers designing for the lowest 70 percent of river heights and ignoring the highest 30% of river heights and saying “don’t worry because for maybe 70% of time you will be relatively safe”. For a further clarification on the significance of occurrence of high pollution levels deliberately ignored by ARTC, Queensland and Australian Standards refer to pollution levels which should not be exceeded more than one day per year (i.e. on less than 0.3% of time).***

Parameters should include air temperature, wind speed and directions, atmospheric stability, mixing depth and other parameters necessary for input to the model. ***I do not see where the calculations selected for these parameters are in any way shown or proven to be “representative” of any actual year of real meteorology or real air quality of this section of line or the Brisbane Airshed. There is a strange and unjustified statement on Page 24 of Chapter 12 that the Year 2013 was selected as a “representative” year for air quality meteorology in both the district and the region based on El Nino and La Nina indices. There is no detail shown (or known to my own meteorological understanding) by ARTC to justify local and regional air quality dependency from industrial emissions within SE Queensland on any El Nino or La Nina Southern Oscillation Index.***

The assessment of environmental values must describe and map at a suitable scale the location of all sensitive air receptors adjacent to all project components. An estimate of typical background air quality levels should be based on surveys at representative sites where data from existing DEHP monitoring stations

cannot be reliably extrapolated. ***(Not Done – Regional air quality deliberately ignored).***

11.132. Describe the characteristics of any contaminants or materials that may be released as a result of the construction or operations of the project, including point source and fugitive emissions. Emissions (point source and fugitive) during construction, commissioning and operations are to be listed ***(Not Done – Regional air quality deliberately ignored).***

11.133. The relevant air quality goals or objectives that will be adopted for the assessment should be clearly outlined as a basis of the assessment of impacts on air.

11.134. The assessment of impacts on air will be in accordance with the EP Act, EP Regulation and EPP (Air) 2008 ***(this should be 2019, not 11 years prior for 2008)*** and reference to appropriate to Australian Standards.

11.135. Predict the impacts of the releases from the activity on environmental values of the receiving environment using recognised quality assured methods. The description of impacts should take into consideration the assimilative capacity of the receiving environment and the practices and procedures that would be used to avoid or minimise impacts. The impact prediction must: (a) address residual impacts on the environmental values (including appropriate indicators and air quality objectives) of the air receiving environment, with reference to the air environment⁷ at sensitive receptors. This should include all relevant values potentially impacted by the activity, under the EP Act, EP Regulation and EPP (Air) ***(This has not been done, and Regional air quality impacts within the Brisbane Airshed have been deliberately ignored because ARTC already know that the regional air quality already exceeds Queensland and Australian Air quality Standards. Absolutely no information provided on quality assured methodology or its accuracy).***

(b) address the cumulative impact of the release with other known releases of contaminants, materials or wastes associated with existing major projects and/or developments and those which are progressing through planning and approval processes and public information is available ***(this has not been done, and the cumulative effects have been ignored as demonstrated by the selection of 70 percentile levels and deliberately ignoring the highest 30% of pollutant levels when Air Quality Standards refer to levels not to be exceeded more than 0.3% of time).***

(c) include modelling of dust deposition rates and air pollutant concentrations on surfaces that lead to potable water tanks in the vicinity of the project. This modelling is to be in accordance with the *Australian Drinking Water Guidelines* (Australian Government 2011, updated October 2017).

(d) predict the human health risk, including impacts from possible air pollutant concentrations on surfaces that may lead to potable water tanks, and amenity impacts associated with emissions from the project for all contaminants covered by the National Environmental Protection (Ambient Air Quality) Measure or the EPP (Air)

No attempt has been made in this EIS to link the emissions from the diesel locomotives on regional air quality and human health and welfare or even discuss the inaccuracies of any model used by ARTC. ARTC is aware that the diesel emissions from its project will have detrimental impacts on the Brisbane Airshed and that a planned diesel power station with lower diesel emissions than the Inland Rail was stopped by the Brisbane City Council precisely due to those regional impacts. The Inland Rail project should be stopped from entering the Brisbane Airshed (which includes all of the area from Calvert to Kagaru).

ARTC is fully aware of the whitewash associated with its shallow and misleading air quality assessment

⁷ In accordance with the EPP (Air) 2008 ***Should be EPP (Air) 2019***

Nowhere in the EIS does ARTC refer to or even acknowledge the concerns of the Senate Inquiry or any submissions from the public to either it (ARTC) or the Senate. This total disrespect of impacted people and the Governments of Australia further demonstrates the total lack of any accountability and honesty by ARTC for its impacts. Any facilitation by authorities and others of the Inland Rail through SE Queensland should also render them with liability for all three "feasances" as mentioned above in Section 2.1 Part a) Part 8).

e) Conclusions of Air Quality Issues in the EIS and Produced by the Inland Rail Project.

- 1) ARTC has provided a thoroughly unsatisfactory and dishonest process in the determination of its falsified air quality impacts presented in the EIS Calvert to Kagaru. This same presentation of falsified air quality impacts has also been provided by ARTC for the following Section Kagaru to Acacia Ridge and Bromelton.
- 2) As stated in Section 2.1 b) 7) above "***The EIS Air Quality report is a rather meaningless exercise of subterfuge (at least 536 pages of irrelevant and unconnected "cut-and-pastes of red-herring" inserts) of some meteorology and some air quality measurements and doubtful calculations***". There is no benefit in asking ARTC to make the major changes required for this EIS document because:-
 - i. known calculations have already demonstrated the major impacts that Inland Rail will have on the air quality of the Brisbane Airshed;
 - ii. these impacts are so major that the population (numbering several million people) of the Brisbane Airshed will be forced to breathe significantly extra pollutants (poisons) in the air which already exceeds Air Quality Standards established by Queensland Legislation to protect human health and welfare; and
 - iii. there are no mitigation techniques available to ARTC to reduce the huge diesel emissions and their impacts on the Brisbane Airshed.
- 3) The EIS should be rejected because the proponent has not covered adequately the terms of reference and has also deliberately provided false and misleading information.
- 4) The Inland Rail should not be permitted to enter the Brisbane Airshed because of the major impacts that the diesel emissions from the extra locomotives and extra thousands of trucks required to load and unload the trains will have on the health and welfare of the residents of the Brisbane Airshed.

2.2 General Corporate Irresponsibility of ARTC with Respect to Inland Rail and Queensland and Why ARTC should not be Approved to build any Inland Rail in Queensland.

This section explains why ARTC is not a fit and proper organisation to be entrusted to build any Inland Rail anywhere in Queensland, and further demonstrates why the EIS Calvert to Kagaru should be rejected by the Queensland Government.

- a) In April 2019, Michael McCormack (the senior of two Shareholding Ministers of ARTC) declared that “ ... ***the Queensland section of the Melbourne to Brisbane inland rail will be built, despite Queensland still not signing an intergovernmental agreement***” – see link <https://www.queenslandcountrylife.com.au/story/6014553/inland-rail-will-be-built-despite-qld-still-holding-back/#:~:text=DEPUTY%20Prime%20Minister%20Michael%20McCormack%20says%20he%20has%20no%20doubt,sign%20off%20on%20the%20project>. which is reproduced in this Submission as **Document Reference Number #2**;
- b) The aggressive declaration above by the ARTC senior Shareholding Minister can be likened to the major shareholder of any company declaring that his company was going to do whatever it liked in Queensland without any necessary Queensland approvals. This lack of respectful leadership from the top may help explain the disrespectful attitude shown by Inland Rail to the Government, authorities and communities of Queensland, and also NSW. It fails to meet Inland Rail’s published standards as referenced in the Shareholders Ministers/Agencies “**Statement of Expectations**”;
- c) The total Corporate confusion and lack of duty of care and careless attention to detail from the top down in the Inland Rail organization is demonstrated in the comments of the Inland Rail current CEO. During the Senate Estimates Hearing of 19th October 2020, he made the false and confusing statement to the Senate Estimate Hearing that the Inland Rail was going to share its route with a non-existent Westliner Train heading west from Toowoomba to Perth or possibly Adelaide. The comments have been copied below from the relevant Hansard recording to further demonstrate why the ARTC should not be allowed to build any Inland Rail anywhere in Queensland. Hansard reports:- ***“Mr Wankmuller: There are portions in the network that would be shared, and we are designing it such that the existing line—I forget the name of it—that goes out to Perth can share that route, and we’re making sure that we’re designing it so that it doesn’t prevent future expansion for passenger rail. It’s one of the key requirements of the state. CHAIR: Did you say to Perth? Mr Wankmuller: Yes. I’d have to get the name for you; I’ll take it on notice. But there is a passenger line—it goes very infrequently—that goes through that area. CHAIR: Between Toowoomba and Brisbane? Mr Wankmuller: It’s called the Westliner line. I have other people in the room here who I didn’t introduce, but I’ve been informed that the name of that line is the Westliner, and it goes out beyond Toowoomba and continues all the way to Perth, I believe—sorry, Adelaide.”*** - see Page 66 of relevant Hansard Report downloadable from https://www.aph.gov.au/Parliamentary_Business/Hansard/Hansard_Display?bid=committees/estimate/e31edc7a-76e4-4cb9-b16e-79f9e21665de/&sid=0001 .
- d) This Point “d)” demonstrates the substandard work ARTC in the actual construction of the Inland Rail where it has approval to build in NSW in the Parkes to Narromine section. These details were sent last week from a NSW CCC member of the Inland

Rail near that section of track. The photos and the texts of emails just below demonstrate clearly why the Queensland Government should not consent to the Inland Rail to build anything in Queensland due to its substandard works which will create ongoing problems for everyone.

[REDACTED]

[REDACTED]

[REDACTED]

Hi

Attached photos show some of the issues raised in the compliance complaint. The attached map shows the impacted P2N area, however I am also aware of issues near Peak Hill and there are likely similar issues along other sections of P2N.

P2N Culvert installation: These culverts are new road - rail crossing installations. They are installed well below flow level and are accumulating stagnant water. They will never function to designed capacity and will eventually block. CCC members are also concerned they provide mosquito breeding areas. Narramine is a known Ross River virus high risk area. Substandard culvert installation potentially increases the local community's risk exposure.

There are similar issues of a lesser extent with the rail alignment culverts. ARTC claim they are allowed to bund water within the rail alignment corridor. These 'bunds' sometimes contain biosecurity issues such Blue Heliotrope infestations. ARTC pumps accumulated flood waters out of the bunds and then dumps it onto local roads and into creek lines, potentially spreading the infestation and further damaging already flood impacted local roads.

P2N corridor floodplain levee: Construction earthworks resulted in floodplain levies on both sides of the alignment for many kilometres resulting in the issues raised in

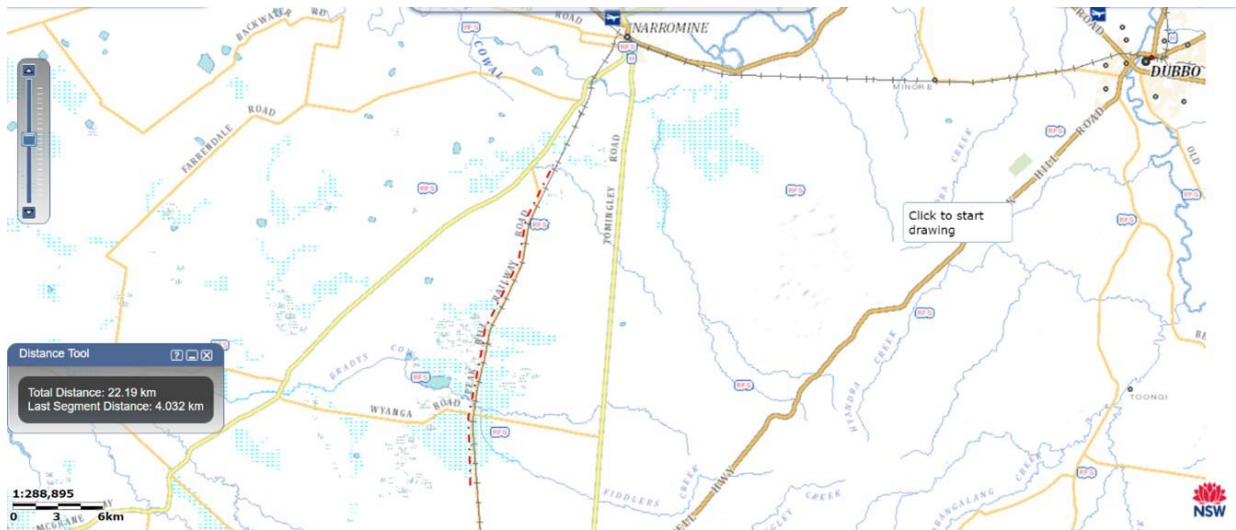
my complaint and our phone conversation. The potential for water logging damage to upstream landholder's cropping paddocks and the reduction in much needed dam inflows downstream cannot be overstated.

Happy to discuss details or organise a link up with local landholders who may raise additional concerns.

Yours sincerely

.....

Please note the 6 photos on the following 3 pages showing the map of interest P2N in NSW and examples of three faulty culvert installations and 2 views of earth mounds extending for many kilometres on both sides of the alignment diverting and impeding the flows of water.



P2N Map of Complaint Area Narromine



P2N Example of Road-Rail Culverts Installed below Flow Level



P2N Example of Road-Rail Culverts Installed below Flow Level



P2N Example of Road-Rail Culverts Installed below Flow Level



P2N Examples of Earth Mounds Altering and Impeding Floodplains Flow Routing



P2N Example of Construction Earthworks Impeding Flood Flow and Paddock Drainage. Impacted Cropping Paddocks Subjected to Severe Water Logging

- e) There are many fatal flaws in the current Inland Rail which demonstrate why that rail should never be built from Melbourne to Brisbane as is being aggressively and blindly (with no significant options) planned and promoted by ARTC. ARTC has shown itself totally incapable of recognizing and reacting appropriately to these fatal flaws. These flaws are clearly demonstrated in detail in:-
- 1) the 203 detailed Submissions to the ongoing Senate Inquiry into the Inland which Inland Rail staff themselves say they have not read, and have appeared to ignore. These Submissions are downloadable from link https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/InlandRail/Submissions . My own Submission 98 and Supplementary Submission to Submission 98 to that Inquiry include copies of 33 published reports by experts and journalists suggesting why the Inland Rail as planned should never be built from Melbourne to Brisbane;
 - 2) the recent comments of three Senators (representing each of the various parties on that Inquiry Committee) that the Inland Rail should not come to Brisbane and needs to be paused and reconsidered. These comments by Senator Chisholm (Labor), Senator McDonald (LNP) and Senator Roberts (One Nation) are included in this Submission in **Document Reference Number #3**;
 - 3) Previous long-term serving Queensland Premiers (Sir Joh Bjelke-Petersen LNP in 1986, and Mr Peter Beattie in 1997) gave undertaking to the Queensland people (who subsequently planned their lives accordingly), that coal and heavy freight would never be transported on the existing Brisbane to Kyogle train line due to their understanding of the problems such transportation would create for the local communities. Their statements are in this Submission in **Document Reference #4**. ARTC has continued to ignore the undertakings of the previous Premiers and the aspirations of residents by planning to build the Inland Rail to bring coal and heavy freight along this specific line, by linking it to the new Greenfield route Kagaru to Toowoomba;
 - 4) The Inland Rail was never intended to ever come to Brisbane until following what may be just a coincidental donation of \$700,000 by New Hope Coal Group to the LNP by 2014 (see link <https://www.abc.net.au/news/2015-08-31/acland-mine-draft-authority-for-expansion-issued/6736146> which is reproduced in this Submission in **Document Reference Number #5**). New Hope Coal Group operates the coal handling facilities at the Port of Brisbane and owns substantial coal interests in SE Queensland, including at Acland;
 - 5) It may also just be a coincidence that in 2015, a Business Case for the current Inland Rail was produced going past the Acland Site and into Brisbane (see map included in **Document Reference Number #6**) with the Business Case stating 35 times concerning most issues in the Business Case the specific wording **“Requires Complementary (i.e. unbudgeted) Investment on the QR network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres”**. The Business Case for inspection is downloadable from the link <https://inlandrail.artc.com.au/inland-rail-program-business-case-2015/> ;
 - 6) It may also just be another coincidence that despite its major impacts on Brisbane, all seventeen (17) LNP Councillors on the Brisbane City Council on

2nd March 2021 voted against a motion by Councillors Griffiths and Johnston to do independent work to assess the impacts of Inland Rail on the City;

- 7) It may also just be another coincidence and two mere simultaneous oversights with no conflicts of interest that LinkedIn profiles in early 2020 had two ARTC staff listed as working simultaneously for ARTC and for New Hope Coal Group (potentially the major intended customer of ARTC);
- 8) Despite the unravelling of its Business Case, ARTC has been unable to respond appropriately or transparently as required in its Statement of Expectations. It has failed to provide any evidence, despite being asked, as to actually having any credible Business Plans to which it claims it is working. It is thus thoroughly proven to be incapable of delivering any credible Inland Rail project within Queensland (including the section Calvert to Kagaru for which its EIS must be rejected. Note the unravelling of its Business Plan as reported in the link <https://www.afr.com/companies/infrastructure/business-case-for-10b-melbourne-to-brisbane-inland-rail-unravelling-20190326-p517li> and a Graph showing its contrary Business Case as presented by ARTC to the Senate Inquiry in early 2020 are both included in **Document Reference Number #7**;
- 9) It is noted Figure 15 mentioned above reveals that the ARTC Business Case recognizes that there is extremely little benefit for the Agricultural, and Forestry and Fishing Industries combined despite all the dishonest public proclamations by ARTC to the contrary. This further proves the persistent dishonesty of ARTC and why it should never be allowed by the Queensland Government to build its Inland Rail into Brisbane. It has never been intended to benefit farmers very much (if at all) but it will cause serious problems for a lot of them;
- 10) Within its own Inland Rail Statement of Expectations ARTC itself agreed ***“Should ARTC become aware that there is a substantial risk that it will be unable to complete Inland Rail, or a major component of Inland Rail, within the parameters set out in either the Corporate Plan or this Statement, it must advise Shareholder (i.e. Commonwealth Government) Ministers and Departments immediately”***. These Shareholders are Deputy Prime Minister Michael McCormack (Department of Infrastructure and Regional Development) and Minister Simon Birmingham (Department of Finance).
 - i. ARTC if acting according to its own Statement of Expectations, should have notified these Commonwealth Shareholders at least two-and-a-half (2.5) years ago that it should not enter the Brisbane Airshed due to the major insurmountable air quality impacts when it was made definitely aware (on 5th August 2019 for which audio proof exists) of this regional air quality issue;
 - ii. This date is well before the Commonwealth pressured the Queensland Government in November 2019 to sign the secret Intergovernmental Agreement (IGA) to allow ARTC to plan to bring its unwanted trains into Brisbane. The Commonwealth and ARTC should have notified the Queensland Government of this restriction before asking for the Agreement to be signed;
 - iii. If the Commonwealth Shareholders were appropriately notified (as they should and well may have been), they should have then

immediately brought this matter to the attention of the Queensland Government and its authorities (as well interstate authorities) and ceased all plans for Inland Rail to enter the Brisbane Airshed.;

- iv. If neither the ARTC nor the Commonwealth Shareholders informed the Queensland Government of this issue, either one or all of them bear the responsibility for deception and dishonesty;
- v. It now becomes the responsibility of the Queensland Government to act accordingly to protect its people by both rejecting the EIS due to its lack of credibility throughout, and acting to prevent the Inland Rail entering the Brisbane Airshed.

11) Instead of acting honourably as set out in its own Statement of Expectations as described above, ARTC has further immersed itself in its own deception of the public (and apparently everyone else):-

- i. It has deliberately and aggressively shut down public discussion on the air quality issues;
- ii. It has further dishonestly stated in numerous documents and correspondences ***“In relation to impacts on air quality, the results indicate that providing that rail operators comply with existing Queensland legislation, including that relating to management of coal dust, the project would be compliant with Queensland and National Environment Protection Measures (NEPM) guidelines regarding ambient air quality conditions.”*** ;
- iii. See correspondence with ARTC demonstrating active cover-up of Regional Air Quality Issues by preventing public discussion on the issue and issuing false statements on the issues, as well as refusing to release economic information relative to assessment of this EIS. This correspondence is included in this Submission in **Document Reference Number #8.**

12) Note the inability of ARTC to adequately address its requirements for Corporate and public responsibilities, is not confined to its operations in Queensland, but is also prevalent in its operations in NSW where it has shown itself incapable of handling local issues. The detailed Submission by the NSW Farmers and CWA strongly objecting to the EIS produced by the ARTC for the NSW section of the Inland Rail from Narromine to Narrabri as downloadable from the link

<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SUB-14156426%2120210207T050606.217+GMT> .

Information in this NSW Submission is also relevant to the EIS C2K.

2.3 Persistent Unacceptable Irresponsibility with Huge Changes in Budgets, Business Cases and Unbudgeted Issues

The economics of the Inland Rail project are a major factor in any credibility and sustainability of the Inland Rail with respect to its environmental, social and economic responsibilities. These responsibilities are required to be assessed in Submissions relating

the EIS's currently under review for various sections of the Inland Rail in both NSW and in Queensland. The total disregard provided by ARTC towards and economic responsibility is demonstrated below:-

- a) I have asked ARTC officially as a then CCC member for relevant details of their new business cases and expenditures which are profoundly different from the 2015 Business Case for input into the EIS Submissions. ARTC has refused to provide such essential details and replied ***“In relation to your questions about the budget for Inland Rail, this is a matter for the Federal Government. Any further questions about this should be directed to the Federal Government”***, without identifying any contact within the vast Federal Government. Because ARTC is unable to provide budget details concerning its own project and EIS, any evaluation of the EIS's credibility therefore becomes worthless and further demonstrates why the EIS must be totally (i.e. fully) rejected by the Queensland Government;
- b) The economic processes associated with the Inland Rail from Melbourne to Brisbane have been a farce identified and publicly reported by many experts since its inception;
- c) Neither ARTC nor the Australian Government has revealed how much money the Queensland Government will have to spend to satisfy the undertaking *“Requires Complementary (i.e. unbudgeted) Investment on the QR network (Western Line and Brisbane metropolitan network) to enable coal train lengths to increase from 650 metres to 1010 metres”*. This precise wording for this required undertaking is mentioned 35 times in the 2015 Business Case for the Inland Rail as one of the foundations of every assumption in that Business Case;
- d) ARTC is unable to provide any of the requested budget details required to address the EIS, other than expose its total unreliability and reliance on “faith” in keeping its open chequebook. It relies on somehow receiving extra huge unbudgeted amounts of money from the public and stretching both the generosity of the public purse and enforcing the ignorance of many in the public with no day of reckoning;
- e) ARTC has just recently been given \$5.5 billion extra in public funds (a massive 50% increase) because their original budget was faulty, but it won't say where this extra money will be spent;
- f) There are negligible funds set aside to pay for substantial costs of mitigation, compensation and widespread class action that will occur from its current plans;
- g) A vast amount of funds required for the project is still unbudgeted. Apart from the unbudgeted funds required to upgrade the QR network to take longer coal trains, it has been estimated that almost a doubling of funds (i.e. \$10 billion to \$15 billion extra in currently unbudgeted money) required to complete the project;
- h) Marked depreciation of many thousands of properties in the areas affected by the line will be expected but this is being ignored by ARTC who claim they will pay no compensation. This is a possible further case for widespread class action

resulting in major additional costs (for example 30,000 properties suffering a loss of \$100,000 each is equivalent to a loss in property values of \$3 billion);

- i) The cost of other potential widespread class actions against the Inland Rail and its facilitators would potentially be much more than that mention just above;
- j) Very surprisingly, in the midst of the shrinking coal market revenues on which the 2015 Business case was founded, and the extreme budget construction blowouts, ARTC are now stating publicly that any money ARTC can obtain from friendly banks or investors in any PPP agreement, will be guaranteed to be repaid. ARTC apparently think it logical that others (as the Queensland Government and the public) would bear the costs for this guarantee, although it never identified who would bear the costs;
- k) It is expected that a face-saving exit plan from the current ARTC Inland Rail mess will need to be provided “while the total project is reviewed”. The most economical solution would be to terminate the project at Newcastle (using all available infrastructure), and transfer the tens of billions of dollars that would be saved, to other projects to benefit communities throughout Australia, not devastate communities throughout Queensland and NSW.
- l) In February 2019, Infrastructure Australia had already identified 30 projects across Australia which were of a higher priority for Australians than the Inland Rail. That assessment was made well before the crash of the business case for Inland rail demonstrated by falling coal demand for revenue and budget blowouts..

2.4 Noise and Vibration

These are major issues near any rail corridor, especially for heavy freight and coal trains. These are a major reason why ARTC in its own literature advises would-be new residents to think clearly before moving into any such area and infer they move elsewhere. The EIS undertaking by ARTC in its conclusions to do monitoring after the Inland Rail begins operation to determine mitigation measures is just incredible given that:-

- a) ARTC has told the population of the neighbouring section of line from Kagaru to Acacia Ridge and Bromelton that it was able to conclude that the residences and premises of that section would only need noise mitigation if within only 50 m of the rail track. This was in spite of earlier Queensland Government calculations that mitigation may be required for residences up to 2500 m from the line. ARTC was able to achieve this incredible conclusion by “by refining....refining....refining....refining....refining.....refined estimates” (in its own words);
- b) ARTC has no resources or budget to provide noise mitigation;
- c) In its own literature, Inland Rail states that it does not provide noise monitoring and that noise was a responsibility of its operators;
- d) ARTC and its facilitators actually consider that it is acceptable and within its own lack of responsibility and lack of human empathy to impose its unwanted project

within metres of premises and residences and destroy the sleep, lives and livelihoods of the impacted people.

2.5 Hazards, Health and Safety

Considerable concerns have been expressed regarding the hazards, health and safety associated with the Inland Rail project but these have been generally ignored by ARTC which is responsible for creating the problems. In addition to the problems identified in the preceding pages of this Submission, these problems include:-

- a) dissecting and flooding regional farms and communities;
- b) the social and congestion consequences of the project with the streets of SE Queensland being bombarded with both the additional heavy freight and coal trains and the many thousands of extra trucks required to load and unload the trains; and
- c) the photos and information provided in this Submission [see Section 2.2 part d) of this Submission]demonstrate clearly the unacceptable track record of ARTC in providing substandard Inland Rail construction works with scant regards for hazards, health and safety. These photos and information relate to Inland Rail's new section Parkes to Narromine and demonstrate emphatically why ARTC should never be allowed to build its monstrosity Inland Rail anywhere in Queensland – not just the sections in the Brisbane Airshed.
- d) It is important to include here that the NSW Department "Transport for NSW" has formally objected to the EIS (Narromine to Narrabri) proposal by ARTC/Inland Rail for its treatment of Road - Rail interfaces (Level Crossings) and has suggested improvements. This formal response/objection by "Transport for NSW" is included because of its relevance to Inland Rail in the proposed Calvert to Kagaru section and indeed throughout Queensland in this Submission as **Document Reference Number #9 – NSW Requirements Hazard Reduction**

2.6 The Unacceptability of Numerous other Issues not Adequately Addressed in EIS

There have been many articles and complaints about the definite lack of care and consultation demonstrated by ARTC in its approach to both its work and its apparent lack of duty of care. It is not within my resources for my Submission to comment in detail on all of the matters mentioned in the EIS and my failure to mention them in no way discounts the significant of all of those unmentioned issues. Examples of these numerous other issues relevant to the EIS Calvert to Kagaru (and to many other sections of the Inland Rail) and the lack of duty of care and consultation in addressing these issues are readily found in:-

- a) The 203 Submissions (a lot of the individual submissions covering a multitude of issues) which can be downloaded from the site https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/InlandRail/Submissions .

- b) The comprehensive Submission lodged by the NSW Farmers and CWA objecting against a multitude of issues relevant to the Inland Rail proposed Section from Narromine to Narrabri. It must be mentioned here that the NSW Farmers and CWA are jointly locked into a legal dispute with ARTC because of many issues that the ARTC have forced upon them. The Submission will help orientate the Queensland Authorities on how the ARTC has been deficient in handling EIS issues in NSW, as well in Queensland. As mentioned above, a copy of the Submission can be downloaded from the site – see link
<https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SUB-14156426%2120210207T050606.217+GMT> .
- c) The cumulative impacts of the development must not only include the impacts of the project in a restricted localised area as an irrelevant contribution (i.e. a dismissive “drop of rain”). The cumulative impacts must be considered in the context of the planned flood of accumulated impacts of the Inland Rail project as planned for which that “drop of rain” is an essential component.
- d) It has been a faulty assumption on the part of ARTC to assume that by building on one of 13 sections of approved track, that they can bully their way throughout the rest of the other 12 sections of track across 3 states for which they had no approvals. This is clearly reflecting the words of its Senior Shareholder Deputy PM Michael McCormack when he suggests approvals don’t matter by stating that the Inland Rail would be built despite Queensland (not giving approval) – See **Document Reference Number #2** .
- e) It is perhaps relevant to include (and possibly repeat) here some of the issues deemed acceptable by ARTC relevant to the Inland Rail. The Inland Rail will have devastating impacts (and no benefits in Queensland and any State or Local Government operation operations) including:-
- 1) **Impacts on several million people breathing and moving in SE Queensland due to extreme traffic and rail congestion on both the roads and existing rail systems.** The already-congested infrastructure will be subjected to an additional **87 long diesel coal trains per week, and 45 long double-stacked multi-locomotive freight trains daily.** All of these are **incompatible with the existing passenger and freight transportation** using both roads and rail;
 - 2) There is a **potential for an extra 5,000 B-Double diesel trucks daily** (assuming Inland Rail’s comments that each of 45 trans per day can carry the equivalent of 110 B-Double trucks) to and from Acacia Ridge all impacting on already heavily congested city roads. Inland Rail refuses to release its estimation of trucks required to tranship its cargo to and from Acacia Ridge, The 5,000 figure is based on Inland Rail's own estimation of one freight train being equivalent to 110 B-Double trucks;
 - 3) **Contrary to Air Pollution Management Practices** are the emissions planned, as outlined in this report for air pollution levels for particulates and photochemical smog which already at times exceed recommended standards. One of the main focuses on air quality management in Brisbane has been to reduce diesel emissions from buses and from rail transport. Contrary to these air quality management plans, Inland Rail plans to introduce significant diesel emissions from large fleets of extra trains and extra B-Double trucks specifically to worsen air quality throughout Brisbane and neighbouring areas;

- 4) **Contrary to noise management**, Inland Rail is actively planning to introduce and run large coal trains, freight trains and trucks all on a 24 hour daily basis through the suburbs, in many cases within metres of established premises. ARTC is now claiming that their “refined” modelling now shows them that in Brisbane and nearby suburbs, no noise mitigation will be necessary for premises and residents living more than 50 m from the train line, so evidently noise nuisance and lack of sleep and any consideration for residents does not rate on ARTC’s duty of care;
- 5) **Contrary to Greenhouse Gas Emission control strategies**, Inland Rail is planning to actively initiate and then subsidize and try to increase the export of coal through Brisbane, such that the increased emission of Greenhouse Gases from the increased export of coal planned by Inland Rail will be equivalent to one-third of the total Greenhouse Gas emissions from Queensland;
- 6) **Contrary to employment claims by Inland Rail from the wasting of public money on this white elephant for the coal industry**, The Great Barrier Reef Marine Park authority has stated that the Greenhouse Gas Emissions from the burning of fossil fuels is the greatest threat to the Barrier Reef. The objective of the Inland Rail is to facilitate an increase in such emissions which places at risk the 64,000 jobs already employed associated with the Great Barrier Reef;
- 7) **Contrary to best practice planning requirements**, Inland Rail is engaging in a series of deceitful and misleading practices with no duty of care for the several million people in the Brisbane Airshed it will seriously and locally impact upon. It is acting against the public interests in all matters, and actively seeks to stifle community reaction to its own impacts and chaos; and
- 8) **Contrary to economical management**, the building of this Inland Rail with the business objective predominantly to subsidize freight for the thermal coal industry is going to place enormous additional costs of many billions of dollars on the public, the Federal and State Governments, and the Brisbane and Regional Councils.

3. Conclusions & Recommendations

The details in the previous sectors of this report are in response to the draft EIS (Kagaru to Calvert) of the Inland Rail, whose impacts will not only be confined to isolated residents in the locality but will be amplified for the people of the Brisbane Airshed and all of those in SE Queensland. The ARTC expects that others (including the State of Queensland and its people) will have to pay for the 15 billion dollars of public money the project is currently allocated, plus a similar amount of money which is currently unbudgeted for, plus the many billions of dollars of compensation and damages brought by the project.

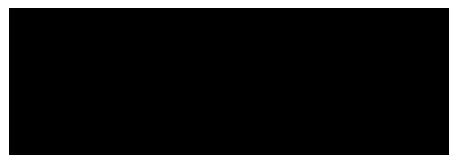
- a) The preceding details have demonstrated clearly some of the major faults associated with the Inland Rail. These faults demonstrate why it is unable to meet any of its responsibilities to the Queensland people:-
 - 1) **environmentally** - The project will have massive damaging environmental consequences across Queensland (including the Section Calvert to Kagaru);
 - 2) **socially** - The people will have to pay not only for its unwanted intrusion into our lives, but will also have to try to live with its large impacts on our lives;
 - 3) **economically** - ARTC/Inland Rail can't explain or justify the large expenses and budget blowouts and dwindling revenue associated with the unravelling of its business case; its unsubstantiated guarantees to ensure that billions of extra money sought from other will be repaid by someone else; and its huge expectation that the many billions of currently unbudgeted facets of the project will also be funded by somebody else. The huge unbudgeted compensation claims and damages from the impacts of this project will also have to be funded by someone else; and
 - 4) **Corporately** - Part of the assessment in any approval process includes are the proponents worthy and trustworthy to be considered capable of delivering the project responsibly with due regards to environment, social and economic issues and to the benefit of the public. Inland Rail has shown that it is not capable of delivering in any of these matters.
- b) In contrast, the many billions of dollars that will be saved by excluding the project from the Brisbane Airshed and in addition the many extra billions of dollars that would be saved from banning the project from Queensland (and preferably terminating the project at Newcastle) would release many tens of billions of dollars to improve the environment, social aspects and economies of all communities.

Recommendations:

1. The Queensland Government resolves "The draft EIS (Calvert to Kagaru) be rejected due to major impacts on the community both environmentally, socially and economically";
2. The Queensland Government resolves "The Inland Rail project be halted immediately from planning to enter the Brisbane Airshed because of its already

proven major impacts on the air quality of the Brisbane Airshed. These impacts will directly hurt the health and well-being of the several million people who live in this airshed. These people are protected by existing Queensland Air Quality legislation which would be violated by Inland Rail being permitted to enter the Brisbane Airshed”;

3. The Queensland Government resolves “The Inland Rail should be prevented from entering Queensland due to its unwanted impacts (environmentally, socially and economically) with no proven benefits for the vast majority of people throughout SE Queensland, including farmers and businesses not only on the floodplains”;
4. The Queensland Government resolves “The savings of money from stopping the Inland Rail and its unwanted impacts in Queensland should be diverted for use on projects throughout Queensland for the benefit (and not destruction) of Queenslanders”;
5. The Queensland Government resolves “A message is passed to ARTC and the Australian Government that the Queensland Government supports the Queensland people who have expressed widespread concerns about the ARTC Inland Rail operations in the Queensland.”; and
6. The Queensland Government resolves “A message be passed to the ARTC Inland Rail Team informing them that despite what was told to the Senate Estimates Committee on 19th October 2020 [see Part 2.2 c)] by the still current CEO of Inland Rail, there has never been a Westliner Train going west from Toowoomba to Perth (or Adelaide) and that despite his claims to the Senators, it was NEVER “**one of the key requirements of the state**” to “**share that (non-existent) route**” of the non-existent Westliner”.



Lloyd Stümer

8th March 2021

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Document Reference Number #1

Air Quality Issues & Calculations

Air Quality Issues

in

the Brisbane Airshed

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CALCULATIONS OF AIR QUALITY AND EMISSIONS'

IMPACTS IN BRISBANE AIRSHED/SE QUEENSLAND

ASSOCIATED WITH INLAND RAIL EMISSIONS

DRAFT

- Confidential & Not for Distribution -

By

Lloyd Stümer

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*The Senior Scientist responsible for the Development and Implementation of the
Original "Brisbane Air Quality Strategy" for the Brisbane City Council
to Protect Air Quality of the Brisbane City and the surrounding Brisbane Airshed*



16th December 2020

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DRAFT CALCULATIONS OF AIR QUALITY AND EMISSIONS IMPACTS IN BRISBANE AIRSHED/SE QUEENSLAND ASSOCIATED WITH INLAND RAIL EMISSIONS

By Lloyd Stümer

1. SUMMARY

This report provides the calculations for the air quality and emissions impacts in the Brisbane Airshed associated with atmospheric pollution impacts from the emissions from the Inland Rail Project in an easily understood quantitative format. The calculations prove that huge additional emissions of atmospheric pollutants into the Brisbane Airshed/SE Queensland region will occur from the large fleet of extra diesel locomotives and large fleet of diesel trucks required to service the loads of the Inland Rail. This huge quantity of additional emissions will have a significant detrimental impact on the air quality of the Brisbane Airshed/SE Queensland region, as in the following Points 1 and 2 of this Summary of this Report.

Already the air pollution in the Brisbane Airshed exceeds the Australian Air Quality Standards established to protect human health and wellbeing. The intrusion of the large diesel air emissions into the Brisbane Airshed (home to several million people) will significantly worsen the regional air pollution in the SE Queensland region and will break Queensland Government Air Quality Legislation.

To deliberately facilitate and enable the development of this project to significantly worsen the air quality of the whole region will lead the developers, proponents, enablers and authorities open to massive class lawsuits due to:-

- "malfeasance" - the wilful and intentional action that would significantly damage the health and well-being of the entire population who live in the Brisbane Airshed;
- "misfeasance" - the wilful inappropriate action or intentional incorrect action or advice; and
- "nonfeasance" - the failure to act where action is required.

The Inland Rail, ARTC, the Commonwealth Government and the Queensland Government are fully aware that the regional air pollution levels already exceed Australian Standards and that to allow the Inland Rail to enter the Brisbane Airshed will break Queensland Legislation. To allow this Inland Rail Project to enter the Brisbane Airshed will subject the Queensland and Australian Governments, the Inland Rail, ARTC, and other enablers and facilitators liable to widespread Class Action from potentially several million residents of SE Queensland accompanied by charges of Misfeasance and possible Malfeasance and Nonfeasance.

The only way there can be an avoidance of malfeasance, misfeasance and nonfeasance in relation to air quality in the Brisbane Airshed is to prevent the Inland Rail from entering the already polluted Brisbane Airshed.

Every human being (including the three million in the Brisbane Airshed) has to breathe the air and its potentially poisonous pollutants to live. In an attempt to safeguard life, suitable air quality must be maintained via government regulation with the concentration of potentially poisonous pollutants

kept below certain levels. These levels or air quality standards thereby are intended to protect most human health and wellbeing. It is the responsibility of authorities and project management and staff to ensure that air quality standards are not flaunted by new projects such as intended by Inland Rail.

Regional air quality in the Brisbane Airshed has already been proven (by long-term monitoring by the Queensland Government) to exceed current Australian Air Quality Standards for both particulates (airborne solid particles) and photochemical smog (indicated by ozone concentrations). Current Air Quality Management for the Brisbane Airshed recognises the **current needs for reductions not massive increases** of regional airshed emissions of both particulates and Oxides of Nitrogen (which are some essential gases for the formation of photochemical smog). Please note:-

1. The Inland Rail project will have a massive negative impact on the regional air quality of the Brisbane Airshed. It will increase the anthropogenic (i.e. human caused) regional emissions of particulates by approximately 107% and increase the regional emissions of Oxides of Nitrogen by approximately 56%.
2. These extra particulate emissions (alone from the extra diesel trains of the Inland Rail and the multitude of extra diesel trucks required to service the trains) will be equal to the emissions that would occur from light vehicles and cars (less than 3.5 tonnes) travelling approximately **an extra 1,465 million kilometres per day** in the Brisbane Airshed (YES, that is approximately **an extra 1.5 BILLION km PER DAY**). These extra emissions will have a huge negative impact on the air quality (already exceeding Standards) and also the health of all who live in the Brisbane Airshed.
3. A previous diesel turbine power station proposed for the Brisbane Airshed has been previously rejected solely because of its unwanted impacts from extra diesel emissions on the air quality of the Brisbane regional airshed. The extra diesel emissions from the Inland Rail will far exceed the proposed extra emissions from the rejected power station and must also be stopped to avoid violation of Queensland Air Quality Legislation and Air Quality Standards.
4. Inland Rail and its paid consultants have consistently ignored and deliberately lied to the public and apparently all authorities about its real and already-known detrimental air quality impacts throughout the Brisbane Airshed. Its known impacts were pointed out to Inland Rail and its air quality consultant personally by me as early as 5th August 2019. Inland Rail has continued to lie to everyone as late as in November 2020 by publishing that “ *Preliminary findings indicated that the (Inland Rail) project would be compliant with Queensland and National Environment Protection Measures (NEPM) guidelines regarding ambient air quality conditions*”. At the public Community Consultative Committee (CCC) meeting Kagaru to Acacia Ridge and Bromelton on 30th November 2020, I (although an official member of the CCC) was rudely refused any time by ARTC and its paid CCC Chair to discuss the serious air quality issues in a blatant attempt to cover up the lies it had just presented (an audio recording of this meeting and the lies and cover-up by ARTC can be provided to interested officials).

2. BACKGROUND TO REGIONAL AIR QUALITY IN BRISBANE AIRSHED/SE QUEENSLAND

2.1 An evaluation of the Hazards of Atmospheric Emissions into the Brisbane Airshed (i.e. South East Corner of Queensland east of approximately Toowoomba – See Figure 1 below) by the Queensland Department of Transport and Main Roads has shown that Oxides of Nitrogen and Particulates (PM_{2.5} and PM₁₀) are the emissions of most concern (see Table 1 as copied from Attachment A of this report). Oxides of Nitrogen are a pollutant necessary for the formation of regional photochemical smog which is indicated by ambient ozone levels. It is these detrimental emissions of particulates and oxides of nitrogen which Inland Rail plans to dramatically increase in the Brisbane Airshed against all air quality management plans and legislation to manage air pollution in SE Queensland.

Table 1 Ranking of air pollutants of concern in South east Queensland

Air pollutant	Health criteria as 1 hour average (µg/m ³) ³	Emission rate ¹ (tonnes per annum)	Hazard Index ²	Ranking
Nitrogen dioxide	250	60,579	86.5	1
PM _{2.5}	47	2,249	79.7	2
PM ₁₀	94	2,249	42.1	3
Benzene	61	2,277	38.1	4
1,3 Butadiene	15	415	28.6	5
CO	16673	417,317	28.2	6
Sulphur dioxide	570	1,871	3.5	7
Toluene	7742	3,583	0.5	8

Note

¹ Emission rate from SEQ Inventory.

Table 1. Ranking of Air Pollutants of Concern in South-East Queensland

2.2 It is precisely these emissions of Oxides of Nitrogen and Particulates which the Inland Rail project is deliberately planning to increase by respectively an extra 56% and 107% respectively. As mentioned above and repeated for emphasis, these planned pollutant increases are in direct conflict with the necessity to reduce air quality problems in SE Queensland where air pollution levels already exceed Queensland legislated Air Quality Standards (see the detailed Calculations in Section 5 of this report and the Legislation in Section 6 of this report).

2 Overview

2.1 Study region, population and time period

The south east Queensland study region is presented in Figure 1. The SEQ region stretches from Noosa in the north to Toowoomba in the west and the Gold Coast/Tweed in the south and incorporates all the sources expected to influence SEQ's air quality. The SEQ region includes the areas defined within the Australian Bureau of Statistics statistical divisions of Brisbane and Moreton and the city of Toowoomba. This area is larger than the 1993 inventory study area. The population for the SEQ region was 2.427 million for 2000 (ABS), a 38 percent increase in population since the last inventory was undertaken in 1993.

Pollutant emissions were estimated for the 2000 calendar year. Temporal (hourly, weekend, weekday, summer and winter) and spatial variations in emissions were estimated across the region. The region was subdivided into a network of grid cells measuring 1km by 1km, except for the biogenics component of the inventory, which was divided into a 3km x 3km grid.



Figure 1 South east Queensland region

Air Emissions Inventory South East Queensland region

Figure 1. Overview of Air Emissions Inventory Brisbane Airshed/SE Queensland 2004

2.2 Other atmospheric emissions associated with the Inland Rail which are of significant concern are the fugitive coal dust emissions from the coal wagons plus the increased Greenhouse Gas Emissions facilitated from the subsidizing of increased thermal coal exports upon which Inland Rail has based its business case. Fugitive Emissions and Greenhouse Gas Emissions are not further discussed in this report. They are ignored by Inland Rail and its proponents for what is essentially being built as an uneconomical coal train to benefit and increase exports of thermal coal - see the links

<https://www.afr.com/companies/infrastructure/business-case-for-10b-melbourne-to-brisbane-inland-rail-unravelling-20190326-p517li> and

<https://www.crikey.com.au/2018/03/20/inland-rails-dirty-secret-subsidised-coal-exports/> .

It is unfortunate that Inland Rail and its proponents maintain that impacts of the extra fugitive emissions and extra Greenhouse Gas emissions are not any of their concerns or cares. However the significant regional air pollution increases/impacts caused by the Inland Rail as discussed in this report, cannot continue to be lied about by Inland Rail and its proponents and ignored by the authorities and facilitators.

2.3 One easily understood concept for describing or simplifying air quality emissions (especially man-made emissions) into a regional airshed such as the Brisbane Airshed is to describe the emissions into the atmosphere in terms of “Vehicle Kilometres Travelled” (VKT) travelled per day (i.e. the number of kilometres that would be travelled by a light vehicle or car to emit so much pollution). ***In Australia, the volume of motor vehicle traffic is frequently expressed as vehicle kilometres travelled (VKT). Estimates of VKT are used extensively in transport planning for allocating resources, estimating vehicle emissions, computing energy consumption, assessing traffic impact, assessing air quality management issues and road safety policy*** . For example, Australian Government Design Rules (ADR) state that one light vehicle or car (less than or equal to 3.5 tonnes built after 2013 and using petrol or diesel) travelling 1 km should be designed to emit no more than 0.0045g of fine particulates. Thus 4.5 g of fine particulates would be emitted by 1,000 light vehicles each travelling 1 km or one car travelling 1,000 km (i.e. 4.5 g of fine particulate emissions is equivalent to 1,000 VKT) . Using this term, a reduction of 4.5 g of fine particulate emissions would be equivalent to reducing 1,000 VKT and conversely an increase of 4.5 g of particulate emissions would be equivalent to adding 1,000 VKT to the airshed.

2.4 Diesel-fuelled locomotives and diesel-fuelled trucks are a major contributor to anthropogenic fine particulate and oxides of nitrogen emissions (NOx).

- The World Health Organisation (WHO) has classified diesel engine exhaust emissions as being carcinogenic to humans. It found that exposure to diesel exhaust is a cause of lung cancer and increases the risk of bladder cancer.
- Ambient Air Quality National Environmental Protection Measure (AAQ NEPM) goals for small particles are exceeded nationally within various urban (e.g. Brisbane) and rural environments (See Figures 2(a) and 2(b)). Particles with an aerodynamic diameter of under 10 microns (PM₁₀) are small enough to be inhaled and remain within the respiratory system. Very fine particles of 2.5 microns or less (PM_{2.5}) have been found to pose the greatest health risk as these particles are more readily deposited in, and damaging to, the lower airways and gas-exchanging portions of the lung. Adverse health

effects related to fine particulate matter inhalation include exacerbation of existing pulmonary disease, oxidative stress and inflammation, changes in cardiac autonomic functions and reduced defence mechanisms and lung damage. Significant health costs are associated with inhalation exposures to fine particulate matter. The main anthropogenic sources of fine particles have been found to be motor vehicles (especially diesel-fuelled vehicles), industry, and the commercial and domestic sector (notably solid fuel heaters). Health studies show that there is no threshold concentration for exposure to particle emissions, below which health impacts are not observed, and there are adverse impacts associated with exposure to particle emissions below AAQ NEPM particle standards. Therefore, there are significant community health benefits associated with reducing particle emissions levels as much as practicable, even in regions where air quality standards are met.

Number of days when the 24-hour PM₁₀ concentrations exceeded the Air NEPM standards

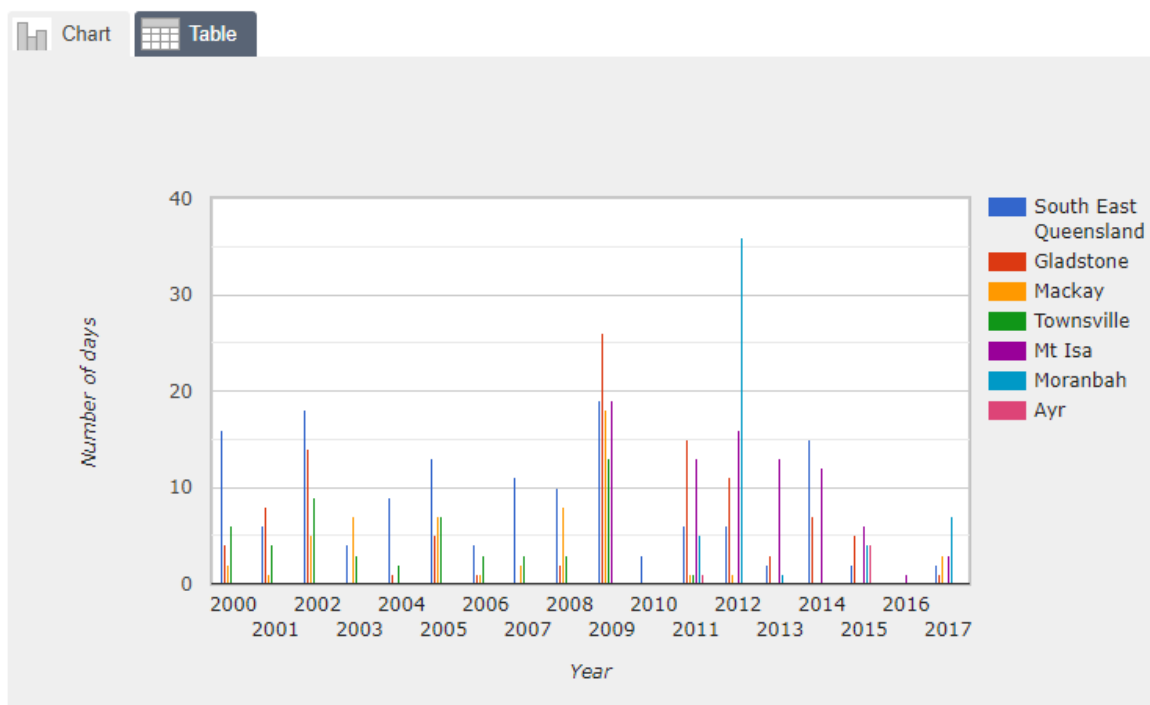


Figure 2(a). Number of Days in Queensland when the 24-hour PM₁₀ particulate concentrations exceeded Air Quality Standard of 50 microgram per cubic metre

Number of days when the 24-hour PM_{2.5} concentrations exceeded the Air NEPM standards

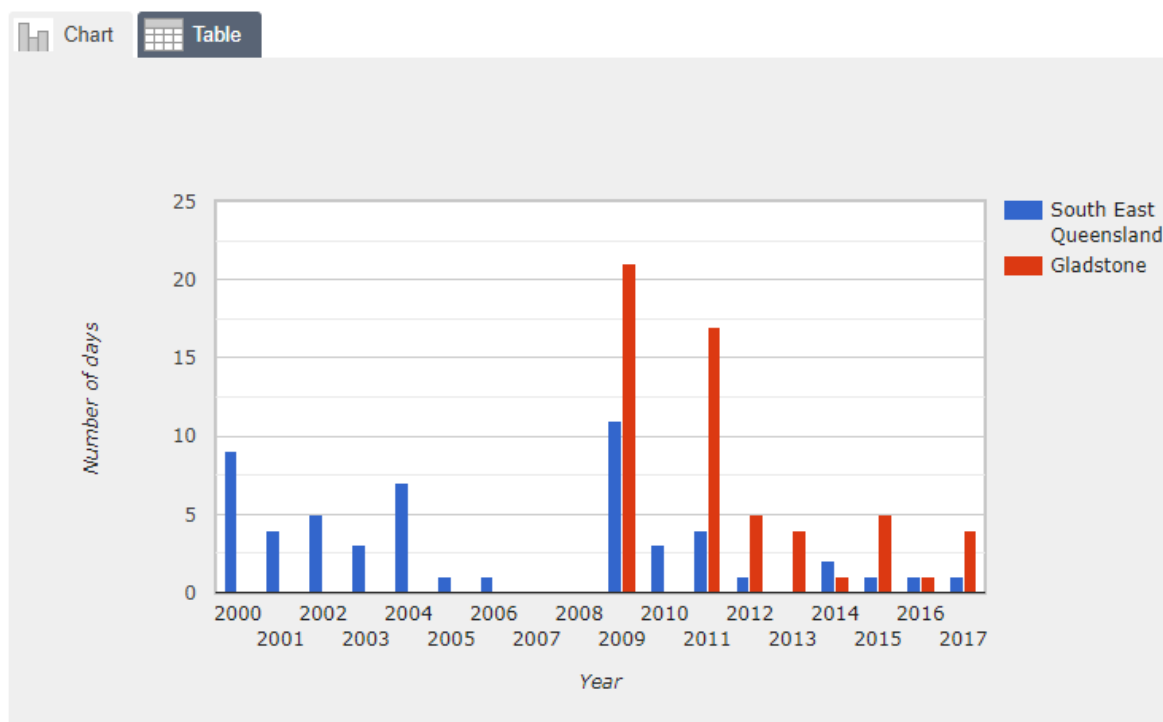


Figure 2(b). Number of Days in Queensland when the 24-hour PM_{2.5} particulate concentrations exceeded Air Quality Standard of 25 microgram per cubic metre

- AAQ NEPM goals for ozone (the indicator of regional photochemical smog) are exceeded within several Australian cities including Brisbane, Sydney and Wollongong – See Figure 2(c). Oxides of nitrogen emissions (as from diesel and petrol fuelled transport) is an essential ingredient for the formation of regional photochemical smog. Ozone exposures can induce serious respiratory tract responses including lung function reductions, aggravation of pre-existing respiratory disease (such as asthma), increases in daily hospital admissions, emergency department visits for respiratory causes, and excess mortality(5). Health studies indicate there is no threshold concentration for exposure to ozone below which health impacts are not observed.

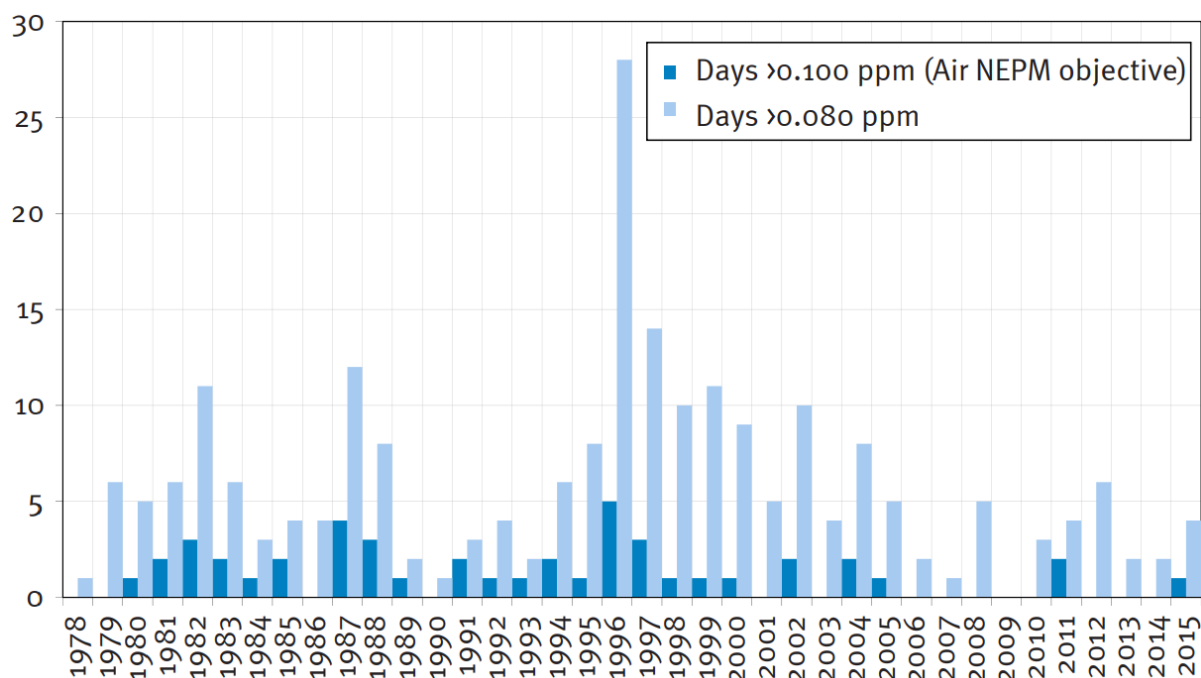


Figure 2(c). Number of Days per year in SE Queensland when the ozone concentrations (indicators for regional airshed Photochemical Smog) exceeded the Air Quality Standard of 0.080 ppm for 4 hours and 0.100 ppm for 1 hour

2.5 In Australia, there are no air emission limits for new or remanufactured locomotives. Nor are there any substantive programs within Australia addressing air emissions from in-service locomotives. The average age of diesel-electric locomotives in Australia is about 35 years and half the existing fleet is more than 26 years old. By comparison, the average age of the US fleet is 8 years. 80.7% of the existing locomotive fleet in Australia do not meet any US emission standards.

2.6 Automotive diesel oil (ADO) represents the main fuel used by the Australian rail industry, as documented by the Australian Bureau of Agricultural and Resource Economics and Sciences and confirmed with several rail operators during the course of a major study into emissions from Australian rail locomotives.

2.7 Calculations of VKT equivalent to additional emissions of diesel trains and extra trucks associated with Inland Rail goods into the Brisbane Airshed are provided in the discussions in Section 5 of this report as below. Note these values will vary according to the assumptions made, and Inland Rail have refused to issue any data relevant to these assumptions (despite repeated requests since February 2019). Such refusals are part of the deliberate strategy of Inland Rail to avoid scrutiny of its activities and impacts.

3. QUANTITATIVE ASSUMPTIONS

(from referenced Government information on following page)

Tonnes per year to Acacia Ridge carried by Inland Rail = 50,137,000 tonnes **(A)** (ARTC Business Case)
(REFERENCE 1)

Emissions of particulates (less than 10 micron in diameter) per tonne-Km from diesel rail transport
= 0.07 g/tonne-Km **(B)** (NSW study)
(REFERENCE 2)

Emissions of particulates (less than 10 micron in diameter) per tonne-Km from diesel truck transport
to service rail loads = 0.17 g/tonne-Km **(C)** (NSW study)
(REFERENCE 3)

Emissions of particulates (less than 10 micron in diameter) per Km from light vehicle/car (less than
or equal 3.5 tonnes for both diesel and petrol 2013 onwards) = 0.0045 g/Km **(D)** (ADR)
(REFERENCE 4)

Average car trip in Brisbane and SE Queensland (SE Qld Study) approximately 10 km **(E)**
(REFERENCE 5)

Emissions of oxides of nitrogen per tonne-Km from diesel rail transport
= 0.4 g/tonne-Km **(F)** (NSW study)
(REFERENCE 6)

Emissions of oxides of nitrogen per tonne-Km from diesel truck transport to service rail loads
= 3.0 g/tonne-Km **(G)** (NSW study)
(REFERENCE 7)

Emissions of oxides of nitrogen per Km from light diesel vehicle/car (less than or equal 3.5 tonnes) =
0.18, and 0.235 and 0.28 g/Km for \leq 1305 kg, and \leq 1760 kg and \leq 3500 kg vehicle weight (ADR
2013 onwards). For the purposes of this draft preliminary report, it will be assumed for calculations
of equivalent VKT of light diesel vehicles corresponding to Oxides of Nitrogen emissions that 0.235
g/km of Oxides of Nitrogen will be emitted per light diesel vehicle (representing a vehicle up to 1,760
kg) **(H)**
(REFERENCE 8)

Emissions of oxides of nitrogen per Km from light petrol vehicle/car (less than or equal 3.5 tonnes) =
0.06, and 0.075 and 0.082 g/Km for \leq 1305 kg, and \leq 1760 kg and \leq 3500 kg vehicle weight
(ADR 2013 onwards). For the purposes of this draft preliminary report, it will be assumed for
calculations of equivalent VKT of light petrol vehicles corresponding to Oxides of Nitrogen emissions
that 0.075 g/km of Oxides of Nitrogen will be emitted per light petrol vehicle (representing a vehicle
up to 1,760 kg) **(I)**
(REFERENCE 9)

Notes for References above:-

REFERENCE 1 – Inland Rail Business Case 2015 PWC - Table 0.3 Page 17

***“INLAND RAIL IMPLEMENTATION GROUP REPORT TO THE AUSTRALIAN GOVERNMENT
ATTACHMENT A: ARTC 2015 INLAND RAIL PROGRAMME BUSINESS CASE”***

REFERENCE 2 – NSW Train Emissions Study - Table 25 Page 56

“Locomotive Emissions Project Scoping Study of Potential Measures to Reduce Emissions from New and In-Service Locomotives in NSW and Australia Prepared for: NSW EPA Prepared by: ENVIRON Australia Pty Ltd Date: March 2013”

<https://www.epa.nsw.gov.au/~media/EPA/Corporate%20Site/resources/air/locoemissrep.ashx>

REFERENCE 3 – NSW Train Emissions Study - Table 25 Page 56

“Locomotive Emissions Project Scoping Study of Potential Measures to Reduce Emissions from New and In-Service Locomotives in NSW and Australia Prepared for: NSW EPA Prepared by: ENVIRON Australia Pty Ltd Date: March 2013”

<https://www.epa.nsw.gov.au/~media/EPA/Corporate%20Site/resources/air/locoemissrep.ashx>

REFERENCE 4 – Australian Design Rules - See Columns for “Mass of Particulates (PM)” in Table in Attachment B of this report

REFERENCE 5 – SE Queensland Household Travel Survey 2019 for Qld Government – see Various Pages in the Survey Report

REFERENCE 6 – NSW Train Emissions Study - Table 25 Page 56

“Locomotive Emissions Project Scoping Study of Potential Measures to Reduce Emissions from New and In-Service Locomotives in NSW and Australia Prepared for: NSW EPA Prepared by: ENVIRON Australia Pty Ltd Date: March 2013”

<https://www.epa.nsw.gov.au/~media/EPA/Corporate%20Site/resources/air/locoemissrep.ashx>

REFERENCE 7 – NSW Train Emissions Study - Table 25 Page 56

“Locomotive Emissions Project Scoping Study of Potential Measures to Reduce Emissions from New and In-Service Locomotives in NSW and Australia Prepared for: NSW EPA Prepared by: ENVIRON Australia Pty Ltd Date: March 2013”

<https://www.epa.nsw.gov.au/~media/EPA/Corporate%20Site/resources/air/locoemissrep.ashx>

REFERENCE 8 – Australian Design Rules - See Column for “Mass of Oxides of Nitrogen (NO_x) CI for Compression Ignition - Diesel” in Table in Attachment B of this report

REFERENCE 9 – Australian Design Rules - See Column for “Mass of Oxides of Nitrogen (NO_x) PI for Petrol Ignition” in Table in Attachment B of this report

4. ASSUMPTIONS NECESSARY TO COMPLETE CALCULATIONS

(These assumptions may be changed slightly if more relevant data is ever made available from the secretive Inland Rail which claims it doesn't have or know the relevant data)

Assume that each trainload of goods will emit the emissions similar to travelling the equivalent of 200 km within the Brisbane Airshed **(J)**

Assume that the extra trucks to service the loads to and from the Acacia Ridge terminus and the points of pickup and drop-off will emit the emissions similar to travelling 200 km in the Brisbane Airshed **(K)**

N.B. Please note that the "Total Emissions" calculated in Section 5 of this report, using the assumption "200 km" only in the Brisbane Airshed will be lower estimates than what will actually be produced by the Inland Rail project and its servicing trucks in the Brisbane Airshed. The lower estimates will be produced because the "Total Emissions" calculated using only these 2 assumptions above do not include the substantial extra atmospheric emissions/pollutants from:-

- a) the additional significant fugitive particulate emissions from coal being transported in the full and emptied uncovered coal wagons of the coal trains to and from unloading in the airshed;
- b) the additional significant increased emissions from the existing road traffic which will be delayed and stopped by the significantly increased congestion from the extra trucks servicing the trains entering onto the already congested roads of SE Queensland, as well as congested traffic held up at rail crossings. Inland Rail suggests one train can carry the equivalent of 110 B-Double trucks. It may be therefore assumed that 45 trains per day may carry the equivalent of 4,950 B-Double trucks extra into the Brisbane Airshed required for loading and unloading. The added congestion impacts from these trucks onto our already heavily congested Brisbane roads will be enormous;
- c) the additional significant emissions from idling, stopping, accelerating and loading and unloading trucks servicing the Inland Rail loads in the Brisbane Airshed;
- d) the additional significant emissions from the idling trains stopping, accelerating, shunting and waiting at passing loops;
- e) No calculations are available for these significant "additional unaccounted extra emissions" above because Inland Rail simply refuse to supply them or relevant information, despite being asked a number of times since February 2019 for relevant information;
- f) Although the calculations for the "additional unaccounted extra emissions" are not provided in the calculations described in the following sections of this report, it must be understood that these unaccounted emissions will be substantial, perhaps intuitively adding values of 50% or even more to the actual emissions calculated.

5. CALCULATIONS FOR BRISBANE AIRSHED/SE QUEENSLAND

5.1 Particulates as PM₁₀

The calculations in this section are confined simply to the emissions of fine particulates (in this case PM₁₀). The relatively reactive oxides of nitrogen and hydrocarbon emissions from the engines of the diesel locomotives and trucks mix with other atmospheric reagents and undergo complex photochemical reactions in the subtropical Brisbane Airshed to further worsen the regional smog levels and air quality).

Increased Particulate Emissions from Inland Rail locomotives' Engines

$$(A) \times (B) \times (J) = 50,137,000 \times 0.07 \times 200 = 7.019 \times 10^8 \text{ g/year (L)}$$

Increased Particulate Emissions from extra trucks' Engines to service the train loads from Acacia Ridge

$$(A) \times (C) \times (K) = 50,137,000 \times 0.17 \times 200 = 17.047 \times 10^8 \text{ g/year (M)}$$

Increased Extra Total Particulate Emissions from Trains and extra truck Engines = (L) + (M) = $24.066 \times 10^8 \text{ g/year} = 2,406.6 \text{ tonnes/year} = \text{approx. } 2,407 \text{ tonnes/year (N)}$ [please note that 1 tonne = 1,000 kg = 10^6 g and 100 tonne = 10^8 g]) **(based on the particulate emissions from the trains and extra trucks required to service the trains and this calculation does not include the "additional unaccounted extra emissions" discussed in Section 4 Parts a) to f) of this report) (N)**

Increased Equivalent VKT per year of Total Particulate Emissions = (N) / (D) = $24.066 \times 10^8 \text{ g/year} / 0.0045 \text{ g/km} = 5,348 \times 10^8 \text{ km/Year} = 534,800 \times 10^6 \text{ km/year} = 534,800 \text{ million km/Year}$ [i.e. equivalent to 534,800 million VKT per year (O)] for light petrol and diesel vehicles less than or equal to 3.5 tonnes (O)) **(based on the particulate emissions from the trains and extra trucks required to service the trains and this calculation does not include the "additional unaccounted extra emissions" discussed in Section 4 Parts a) to f) of this report) (O)**

Increased Equivalent VKT per day of Total Particulate Emissions = (O) / 365 = $534,800 \text{ million per year} / 365 = 1,465 \text{ million VKT/Day} = 1.465 \text{ thousand million VKT/Day}$ which is approximately 1.5 billion VKT/Day (P) for light petrol and diesel vehicles less than or equal to 3.5 tonnes (P)) **(based on the particulate emissions from the trains and extra trucks required to service the trains and this calculation does not include the "additional unaccounted extra emissions" discussed in Section 4 Parts a) to f) of this report) (P)**

Increased Equivalent "Average Car trips per day" = (P) / (E) = $1,465 \text{ million VKT} / 10 \text{ km} = \text{equivalent to } 147 \text{ million extra car/light vehicle trips per day into the Brisbane Airshed (Q) (based on the particulate emissions from the trains and extra trucks required to service the trains and this calculation does not include the "additional unaccounted extra emissions" discussed in Section 4 Parts a) to f) of this report) (Q).$

5.2 Oxides of Nitrogen

The calculations in this section are restricted to oxides of nitrogen which are an essential precursor (with other gases) to the formation of regional photochemical smog, the severity of which is indicated by the ambient concentrations of ozone.

Increased Oxides of Nitrogen Emissions from Inland Rail locomotives Engines

$$(A) \times (F) \times (J) = 50,137,000 \times 0.4 \times 200 = 4,011 \times 10^6 \text{ g/year} = 4,011 \text{ tonnes/year (R) [please note that 1 tonne = 1,000 kg = } 10^6 \text{ g]}$$

Increased Oxides of Nitrogen Emissions from extra truck Engines to service the train loads from Acacia Ridge

$$(A) \times (G) \times (K) = 50,137,000 \times 3.0 \times 200 = 30,082 \times 10^6 \text{ g/year} = 30,082 \text{ tonnes/year (S) [please note that 1 tonne = 1,000 kg = } 10^6 \text{ g]}$$

Increased Total Oxides of Nitrogen Emissions from Trains and extra truck Engines = (R) + (S) = 30,082 + 4,011 = 34,093 tonnes/year = approximately 34,090 tonnes/year **(T)** **(based on the oxides of nitrogen emissions from the trains and extra trucks required to service the trains and this calculation does not include the “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report) (T).**

Increased Equivalent VKT per year for light diesel vehicles for Oxides of Nitrogen Emissions = (T) / (H) = $34,093 \times 10^6 \text{ g/year} / 0.235 \text{ g/km} = 145,000 \text{ million VKT/Year (U) (based on the oxides of nitrogen emissions from the trains and extra trucks required to service the trains and this calculation does not include the “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report) (U)$

Increased Equivalent VKT per day for light diesel vehicles for Oxides of Nitrogen Emissions = (U) / 365 = $145,000 \text{ million} / 365 \text{ VKT/Day} = 397 \text{ million VKT/Day(V) (based on the oxides of nitrogen emissions from the trains and extra trucks required to service the trains and this calculation does not include the “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report) (V)$

Increased Equivalent VKT per year for light petrol vehicles for Oxides of Nitrogen Emissions = (T) / (I) = $34,093 \times 10^6 \text{ g/year} / 0.075 \text{ g/km} = 454,573 \text{ million VKT/Year (W) (based on the oxides of nitrogen emissions from the trains and extra trucks required to service the trains and this calculation does not include the “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report) (W)$

Increased Equivalent VKT per day for light petrol vehicles for Oxides of Nitrogen Emissions = (W) / 365 = $454,573 \text{ million} / 365 \text{ VKT/Day} = 1,245 \text{ million VKT/Day(X) (based on the oxides of nitrogen emissions from the trains and extra trucks required to service the trains and this calculation does not include the “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report) (X)$

5.3 Increase in Mass Emission of Pollutants from Inland Rail Project compared to Existing Anthropogenic Emission of Pollutants in the Brisbane Airshed

Existing Regional Particulate Emissions (PM₁₀) = 2,249 tonnes per year (Table 1)

Percentage Additional Increase in (PM₁₀) with respect to Existing Regional Emissions = $N/2,249 = 2406.6/2,249 = 107\%$ (Y) (based on the particulate emissions from the trains and extra trucks required to service the trains and this calculation does not include the “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report) (Y)

Existing Regional Oxides of Nitrogen (NO_x) Emissions = 60,579 tonnes per year (Table 1)

Percentage Additional Increase in NO_x with respect to Existing Regional Emissions = $T/60,579 = 34,093/60,579 = 56\%$ (Z) (based on the oxides of nitrogen emissions from the trains and extra trucks required to service the trains and this calculation does not include the “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report) (Z)

5.4 Regional Emissions in SE Queensland from Transport and Inland Rail Project

The existing Regional Emissions and the extra Increases in regional emissions and regional equivalent VKT due to the Inland Rail Project are tabulated in Table 2 below.

	Particulates (tonnes/year)	Oxides of Nitrogen NO _x (tonnes/year)	Equivalent additional VKT to add Additional Emissions (km /day)
Existing Emissions*	2,249 *	60,579 *	
Additional Emissions/Equivalent extra VKT due to Inland Rail Project	2,407 ^N	34,090 ^T	1,465 million ^P (based on particulates & both Petrol or Diesel) 397 million ^V (based on NO _x & all diesel – see “V” above) 1,245 million ^X (based on NO _x & all petrol – see “X” above)
Percentage extra Increase with respect to Existing Regional Emissions	+ 107% ^Y	+ 56% ^Z	

* Reference Table 1

^{N T P V Y Z} Reference Calculations in Sections 5.1 & 5.2 above

Table 2. Extra Regional Emissions and Extra Regional VKT due to Inland Rail Project in the Brisbane Airshed

Table 2 demonstrates the significant increase in regional atmospheric emissions (pollutants) that the Inland Rail will produce in the Brisbane Airshed and the significant detrimental impact that the Inland Rail Project will have on regional air quality within the Brisbane Airshed and surrounding region. Note:- The additional emissions summarized in the Table 2 above are based on the particulate and oxides of nitrogen emissions from the trains and extra trucks required to service the trains and these calculation do not include the “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report.

6. AIR QUALITY LEGISLATION IN QUEENSLAND

The Environmental Protection (Air) Policy 2019 Legislation in Queensland <https://www.legislation.qld.gov.au/view/whole/html/asmade/sl-2019-0153> has the following Purpose under the Object of the Environmental Protection Act of 1994.

Purpose

(1)The purpose of this policy is to achieve the object of the [Act](#) in relation to the air environment.

Note—

See [section 3](#) of the [Act](#).(2)The purpose is achieved by—(a)identifying environmental values to be enhanced or protected; and(b)stating indicators and air quality objectives for enhancing or protecting the environmental values; and(c)providing a framework for making consistent, equitable and informed decisions about the air environment.

Object of the Act

The object of this Act is to protect Queensland’s environment while allowing for development that improves the total quality of life, both now and in the future, in a way that maintains the ecological processes on which life depends (*ecologically sustainable development*).

Environmental values

The environmental values to be enhanced or protected under this policy are—(a) the qualities of the air environment that are conducive to protecting the health and biodiversity of ecosystems; and(b) the qualities of the air environment that are conducive to human health and wellbeing; and(c) the qualities of the air environment that are conducive to protecting the aesthetics of the environment, including the appearance of buildings, structures and other property; and(d) the qualities of the air environment that are conducive to protecting agricultural use of the environment.

Air quality objectives for indicators

(1)This section and [schedule 1](#) state the air quality objectives to be achieved and maintained under this policy.(2)An air quality objective stated in [schedule 1](#), column 3 for an indicator stated in column 1 and for a period stated in column 4 is stated for enhancing or protecting the environmental value stated in column 2 of the schedule for the objective.

The air quality objectives of both the air quality standards for particulates (PM₁₀ and PM_{2.5}) and for ozone (which is the standard indicator for photochemical airshed smog) in the Schedule 1 above, and as copied in Table 3 below, are to protect human health and wellbeing.

Environmental Protection (Air) Policy 2019

Schedule 1

Column 1	Column 2	Column 3		Column 4	Column 5
Indicator	Environmental value	Air quality objectives		Period	Days
		µg/m ³ (except where noted)	ppm (volume/volume)		
ozone	health and wellbeing	210	0.10	1 hr	1 day each year
		171	0.08	4 hours	1 day each year
ozone (measured as accumulated exposure over a threshold of 40 ppb during daylight hours)	protecting agriculture		0.2 ppm-hr	5 days	
			3 ppm-hr	3 months	
	health and biodiversity of ecosystems (for semi-natural vegetation)		3 ppm-hr	3 months	
		health and biodiversity of ecosystems (for natural or uncultivated areas)		10 ppm-hr	6 months
PM _{2.5}	health and wellbeing	25		24 hours	
		8		1 year	
PM ₁₀	health and wellbeing	50		24 hours	

Table 3. Schedule 1 Air Quality Objectives of the Queensland Environmental Protection (Air) Policy 2019 for Ozone and Respirable Particulates PM_{2.5} and PM₁₀

Now based on the data above, the significant additional emissions into the Brisbane Airshed from the project will have a major negative impact on the air quality in the Brisbane region (home to several million people). The air quality in the region already exceeds air quality standards. There are currently considerations to toughen the air quality standards for ozone (photochemical smog indicator). The Queensland Government cannot approve the Inland Rail project to come into Brisbane without violating its own legislation or changing the legislation. If it violates or changes its own legislation, such action will be contrary to its already acknowledged values for human health and wellbeing.

Such deliberate wrongful action by the authorities should be linked to the recent High Court rulings (which have been unopposed by the Australian Government) on the live beef exports in the Northern Territory, and the recent High Court's finding of "Misfeasance" against the Commonwealth Government concerning its action and subsequent impacts on live cattle exports from the Northern Territory.

See <https://www.judgments.fedcourt.gov.au/judgments/Judgments/fca/single/2020/2020fca0732>. Sections 9.2 and 9.3 in this link are interesting.

Apart from any obvious political damage that may result from the Queensland Government violating or changing its legislation to allow the Inland Rail to come to Brisbane, there will be serious impacts on the population directly relevant to human health and well-being as demonstrated in the Legislation and Australian Standards. There should be a good case of malfeasance (if not malfeasance, then misfeasance and nonfeasance) in such detrimental actions which would render the Queensland Government (and possibly the Commonwealth Government and Inland Rail and ARTC) ignoring the Legislation and Australian Air Quality Standards directly liable for damages resulting from Class Action from potentially several million people in the Brisbane Airshed whose human health and wellbeing would be significantly affected by the significant increase in regional emissions.

For clarification of the terms in this paragraph:-

- "malfeasance" - the wilful and intentional action that would significantly damage the health and well-being of the entire population who live in the Brisbane Airshed;
- "misfeasance" - the wilful inappropriate action or intentional incorrect action or advice; and
- "nonfeasance" - the failure to act where action is required.

ARTC cannot come up with a system to stop the population of the Brisbane Airshed breathing the detrimental increased air pollutants resulting from its intended intrusion into the Brisbane regional airshed.

The short-term expensive air quality monitoring being undertaken by ARTC near Brisbane is a sham and achieves nothing other than a sham result. It may be compared to putting a rain gauge out on a major floodplain for 12 months and then using the extremely limited short-term results to run dubious unproven models of unproven and uncalibrated accuracy to produce desired results for Inland Rail. The sole beneficiary of such a process will be Inland Rail and accomplices driving the process to produce their desired result, and the consultants being paid by Inland Rail to write their desired result.

7. FALSE STATEMENTS ON “NO AIR QUALITY IMPACTS” FROM INLAND RAIL PROJECT DELIBERATELY PROVIDED BY INLAND RAIL TEAM TO THE AUTHORITIES AND PUBLIC

Inland Rail has consistently and wilfully ignored and lied about its known detrimental air quality impacts throughout the region as shown by:-

7.1 Published and readily accessible data from the Queensland Department of Environment (see Figures 2(a), 2(b) and 2(c) of this report clearly demonstrate that air quality levels of pollutants of fine particulates and photochemical smog (indicated by ozone) already exceeded Air Quality Guidelines (Queensland and NEPM).

7.2 Readily performed calculations on emissions from the planned Inland Rail project clearly demonstrated that these additional emissions would further significantly exacerbate these emissions and levels of pollution throughout the region (see Table 2 of this report). These emissions are in direct conflict with Queensland Government reports (see Table 1) indicating that the anthropogenic emissions of oxides of nitrogen and fine particulates as produced by the Inland Rail project are the two (2) main emissions in the Brisbane Airshed that need to be lowered.

7.3 Despite the readily known measurements and data in 7.1 and 7.2 above, the Inland Rail team and its paid consultant have falsely and deliberately lied by stating that ***“Preliminary findings indicated that the project would be compliant with Queensland and National Environment Protection Measures (NEPM) guidelines regarding ambient air quality conditions”*** .

7.4 A diesel turbine power station development planned at the mouth of the Brisbane River had significantly less diesel emissions than that planned by the Inland Rail Project. That power station development was stopped precisely because of the impacts of its diesel emissions into the Brisbane Airshed. The Inland Rail project which will produce significantly worse diesel emissions than the power station must be stopped from entering the Brisbane Airshed precisely because of those air quality impacts on all the people of the Airshed.

7.5 As shown in the calculations in Section 5 of this report, based on the diesel emissions from the Inland Rail project (and not even considering the substantial “additional unaccounted extra emissions” discussed in Section 4 Parts a) to f) of this report, the additional fine particulate emissions from the Inland Rail project are equivalent to those fine particulate emissions that would result from an extra approximately **1.5 billion (i.e. 1.5 thousand million) km of car travel PER DAY** in the Brisbane Airshed (see Table 2).

7.6 It should be a punishable offence for public servants (as the ARTC/Inland Rail Team) and their paid consultants to deliberately lie about known impacts and easily calculated impacts to try to obtain benefits, while deliberately aiming to damage the human health and wellbeing of residents the air quality legislation is designed to protect.

7.7 I personally pointed out to the Inland Rail team and its air quality consultant at a Community Consultative Committee (CCC) public meeting at Jimboomba on 5th August 2019 what these known air quality impacts already were. That discussion (of which I have a

recording) was shut down by ARTC and its paid CCC Chair because they wanted this negative information precisely suppressed from the public;

7.8 Despite its readily determined knowledge of air quality impacts, Inland Rail has actively ignored these impacts and continued with developing its project into Acacia Ridge on the unjustified belief that it could continue to suppress this information from the public and authorities;

7.9 In the latest “Project Newsletter – November 2020 Kagaru to Acacia Ridge and Bromelton” , Inland Rail falsely states that “***Preliminary findings indicated that the project would be compliant with Queensland and National Environment Protection Measures (NEPM) guidelines regarding ambient air quality conditions***” see link <https://inlandrail.artc.com.au/november-2020-project-update-for-kagaru-to-acacia-ridge-bromelton/>

7.10 At the last public CCC meeting at Jimboomba on 30th November 2020, again Inland Rail falsely stated that there would be no air quality impact from the Inland Rail project. I was deliberately stopped from discussing the air quality issues (again by ARTC and its paid CCC Chair) precisely to promote the lies of no air quality impacts stated by Inland Rail and its paid consultant, and simultaneously suppress the real facts to the contrary. Again I have an audio recording of that meeting and the refusal to let me speak on the air quality issues.

8. CONCLUSIONS

The air quality impact of the proposed Inland Rail as wilfully proposed and lied about by Inland Rail and its supporters to end at Acacia Ridge will have a dramatic impact on the Air Quality of the Brisbane Airshed equivalent to the fine particulate emissions of an extra 1,465 million VKT (i.e. kilometres of car/light vehicle less than 3.5 tonnes travel) per day.

The mere idea of supporting such an Inland Rail proposal to have such an impact to significantly worsen Brisbane regional air pollution when it already exceeds Australian air quality standards is preposterous and has been totally ignored by the Inland Rail and its proponents. The short-term ambient air quality monitoring by Inland Rail is an unnecessary public relations sham being undertaken with no objective or methodology to in any way whatsoever reduce its air quality impacts. ARTC cannot come up with a system to prevent the several million people of the Brisbane Airshed/SE Queensland from breathing the large amounts of air pollution it aims to emit into the airshed.

This report provides the calculations for the air quality and emissions impacts in the Brisbane Airshed associated with atmospheric pollution impacts from the emissions from the Inland Rail Project in an easily understood quantitative format. The calculations prove that huge additional emissions of atmospheric pollutants into the Brisbane Airshed/SE Queensland region will occur from the large fleet of extra diesel locomotives and large fleet of diesel trucks required to service the loads of the Inland Rail. This huge quantity of additional emissions will have a significant detrimental impact on the air quality of the Brisbane Airshed/SE Queensland region, as in the following Points 1 and 2 of these Conclusions of this Report.

To deliberately facilitate and enable the development of this project to significantly worsen the air quality of the whole region will lead the developers, proponents, enablers and authorities open to massive class lawsuits due to:-

- "malfeasance" - the wilful and intentional action that would significantly damage the health and well-being of the entire population who live in the Brisbane Airshed;
- "misfeasance" - the wilful inappropriate action or intentional incorrect action or advice; and
- "nonfeasance" - the failure to act where action is required.

The Inland Rail, ARTC, the Commonwealth Government and the Queensland Government are fully aware that the regional air pollution levels already exceed Australian Standards and that to allow the Inland Rail to enter the Brisbane Airshed will break Queensland Legislation. To allow this Inland Rail Project to enter the Brisbane Airshed will subject the Queensland and Australian Governments, the Inland Rail, ARTC, and other enablers and facilitators liable to widespread Class Action from potentially several million residents of SE Queensland accompanied by charges of Misfeasance and possible Malfeasance and Nonfeasance.

The only way there can be an avoidance of malfeasance, misfeasance and nonfeasance in relation to air quality in the Brisbane Airshed is to prevent the Inland Rail from entering the already polluted Brisbane Airshed.

Inland Rail has consistently ignored and deliberately lied to the public and apparently all authorities concerning its air quality impacts throughout the region. This pattern of behaviour has continued as late as in November 2020 by publishing that “ *Preliminary findings indicated that the (Inland Rail) project would be compliant with Queensland and National Environment Protection Measures (NEPM) guidelines regarding ambient air quality conditions*”.

Every human being (including the three million in the Brisbane Airshed) has to breathe the air and its potentially poisonous pollutants to live. In an attempt to safeguard life, suitable air quality must be maintained via government regulation with the concentration of potentially poisonous pollutants kept below certain levels. These levels or air quality standards thereby are intended to protect most human health and wellbeing. It is the responsibility of authorities and project management and staff to ensure that air quality standards are not flaunted by new projects such as intended by Inland Rail.

Regional air quality in the Brisbane Airshed has already been proven (by long-term monitoring by the Queensland Government) to exceed current Australian Air Quality Standards for both particulates (airborne solid particles) and photochemical smog (indicated by ozone concentrations). Current Air Quality Management for the Brisbane Airshed recognises the **current needs for reductions not massive increases** of regional airshed emissions of both particulates and Oxides of Nitrogen (which are some essential gases for the formation of photochemical smog). Please note:-

1. The Inland Rail project will have a massive negative impact on the regional air quality of the Brisbane Airshed. It will increase the regional emissions of particulates by approximately 107% and increase the regional emissions of Oxides of Nitrogen by approximately 56%.
2. These extra particulate emissions (alone from the extra diesel trains of the Inland Rail and the multitude of extra diesel trucks required to service the trains) will be equal to the emissions that would occur from light vehicles and cars (less than 3.5 tonnes) travelling

approximately **an extra 1,465 million kilometres per day** in the Brisbane Airshed (YES, that is approximately **an extra 1.5 BILLION km PER DAY**). These extra emissions will have a huge negative impact on the air quality (already exceeding Standards) and also the health of all who live in the Brisbane Airshed.

3. A previous diesel turbine power station proposed for the Brisbane Airshed has been previously rejected solely because of its unwanted impacts from extra diesel emissions on the air quality of the Brisbane regional airshed. The extra diesel emissions from the Inland Rail will far exceed the proposed extra emissions from the rejected power station and must also be stopped to avoid violation of Queensland Air Quality Legislation and Air Quality Standards.

Report by

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16th December 2020

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Attachment A

Road Traffic Air Quality Management

Reports

by

Queensland Department of Transport and Main Roads

Appendices

Road Traffic Air Quality Management

June 2014

The requirements and methodology of Level 1 and Level 2 assessments are addressed in detail in Section 9.2 and Section 9.3, respectively.

3 Air pollutants of concern

3.1 General

Motor vehicles are one of the most important anthropogenic sources of air pollutants in Australian state capitals and are responsible for a large proportion of the air pollutants that people are exposed to in their everyday lives. Research into the health implications for pollution-sensitive people living in close proximity (less than 500 metres) of very major road corridors (daily traffic flow rates of 100,000 vehicles) suggests a strong correlation between proximity and adverse health outcomes. Many studies have shown that traffic air pollution can adversely affect human health and amenity, especially for pollution-sensitive people such as young children and elderly or health-compromised adults (e.g. Balmes 2003, Brunekreef 2003, Jalaludin 2003, World Health Organisation (WHO) (2004a, b).

The major air pollutants associated with motor vehicles are summarised in Table 1. The main pollutants of concern are nitrogen dioxide and benzene, but with particulate matter probably of more importance than shown (because of the underestimation in current inventories due to the neglect of wheel-generated dust and the lack of a "no-effects" threshold). The importance of benzene is likely to decrease in the next few years as the benzene content of fuel is reduced nationally.

Table 1 Ranking of air pollutants of concern in South east Queensland

Air pollutant	Health criteria as 1 hour average ($\mu\text{g}/\text{m}^3$) ³	Emission rate ¹ (tonnes per annum)	Hazard Index ²	Ranking
Nitrogen dioxide	250	60,579	86.5	1
PM _{2.5}	47	2,249	79.7	2
PM ₁₀	94	2,249	42.1	3
Benzene	61	2,277	38.1	4
1,3 Butadiene	15	415	28.6	5
CO	16673	417,317	28.2	6
Sulphur dioxide	570	1,871	3.5	7
Toluene	7742	3,583	0.5	8

Note

¹ Emission rate from SEQ Inventory.

² Hazard index calculated by dividing emission rate by health criteria. Ratio NO₂:NO_x = 0.3. Background concentrations as 1 hour averages assumed to be: NO₂ = 40 $\mu\text{g}/\text{m}^3$; PM₁₀ = 41 $\mu\text{g}/\text{m}^3$; PM_{2.5} = 19 $\mu\text{g}/\text{m}^3$; Benzene = 1.7 $\mu\text{g}/\text{m}^3$; 1-3 Butadiene = 0.2 $\mu\text{g}/\text{m}^3$; SO₂ = 31.3 $\mu\text{g}/\text{m}^3$; and CO = 1,875 $\mu\text{g}/\text{m}^3$.

³ Criteria are based on the Air EPP

In the Southeast Queensland (SEQ) Region, motor vehicles have been estimated to contribute 62% of oxides of nitrogen, 68% of carbon monoxide and 67% of volatile organic compounds from anthropogenic sources (EPA & BCC, 2003). Motor vehicles also contribute 27% of all anthropogenic particles (as PM₁₀) with a disproportionately high contribution (75%) being due to heavy diesel vehicles.

10.3.3 Air Pollutants of Concern Associated with Motor Vehicles

The major air pollutants associated with motor vehicles are summarised in Table 10.5. The main pollutants of concern are nitrogen dioxide and benzene and particulate matter, both PM₁₀ and its sub component PM_{2.5}. The importance of benzene is likely to decrease in the next few years as the benzene content of fuel is reduced nationally. Table 10.5 lists the emission rates in SEQ in tonnes/year. The relationship between VKT and pollutant emissions has been considered by vehicle type in Figure 10.1 (Neale & Wainwright 2001).

Table 10.5: Traffic Air Pollutants of Concern in SEQ

Air pollutant	Emission rate ⁵ (tonnes/annum)
Nitrogen dioxide	60,579
Carbon monoxide	417,317
Sulphur dioxide	1,871
PM ₁₀	2,249
PM _{2.5}	Not available
Total VOC	83,167
Benzene	2,277
Toluene	3,583
1,3-Butadiene	415

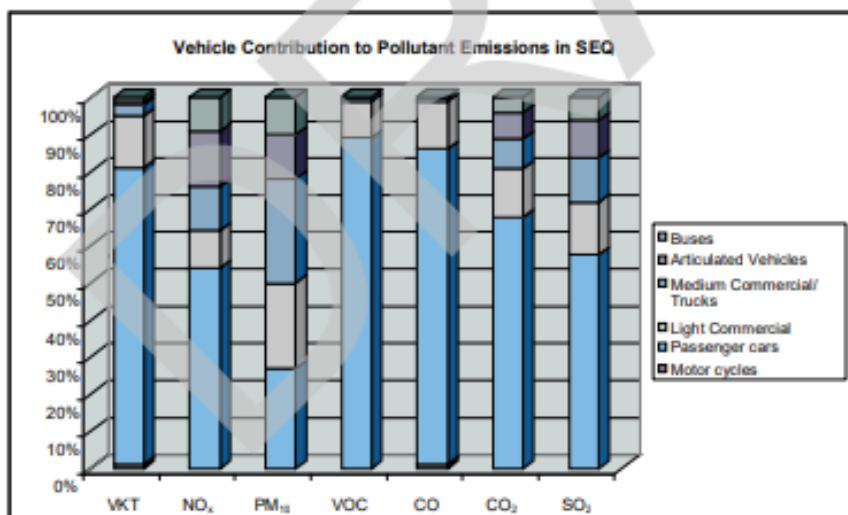


Figure 10.1: Vehicle Contribution to Pollutant Emissions in SEQ

⁵ Emission rate from SEQ Inventory.

Attachment B

Emission Standards

for

Light Vehicles < 3.5 tonne

Final Emission Limits for Light Vehicles (≤ 3.5 tonnes GVM) under UN Regulation 83/.. at Euro 2 - 6 levels

Standard	Class	Reference mass (RW) (kg)	Limit Values (g/km)																	
			Mass of carbon monoxide (CO)			Mass of hydrocarbons [Total and Non-methane] (THC) (NMHC) ⁽³⁾			Mass of oxides of nitrogen (NOx)			Combined mass of total hydrocarbons and oxides of nitrogen (THC+NOx)			Mass of particulates (PM)			Number of Particles (#/km)		
			PI	CI	PI	CI	PI	CI	PI	CI	PI	CI	PI	CI	PI	CI	PI	CI	PI	CI
Euro 2	M ⁽¹⁾	All	2.2	1.0	-	-	-	-	-	-	-	-	0.5	0.7	-	0.08	-	-	-	
	N ₁ ⁽²⁾	RW \leq 1250	2.2	1.0	-	-	-	-	-	-	-	-	0.5	0.7	-	0.08	-	-	-	
		1250 < RW \leq 1700	4.0	1.25	-	-	-	-	-	-	-	-	0.6	1.0	-	0.12	-	-	-	
		1700 < RW	5.0	1.5	-	-	-	-	-	-	-	0.7	1.2	-	0.17	-	-	-	-	
Euro 3	M ⁽¹⁾	All	2.3	0.64	0.20	-	0.15	0.50	-	0.15	0.50	-	0.56	0.56	-	0.05	-	-	-	
	N ₁ ⁽²⁾	RW \leq 1305	2.3	0.64	0.20	-	0.15	0.50	-	0.15	0.50	-	0.56	0.56	-	0.05	-	-	-	
		1305 < RW \leq 1760	4.17	0.80	0.25	-	0.18	0.65	-	0.18	0.65	-	0.72	0.72	-	0.07	-	-	-	
		1760 < RW	5.22	0.95	0.29	-	0.21	0.78	-	0.21	0.78	-	0.86	0.86	-	0.10	-	-	-	
Euro 4	M ⁽¹⁾	All	1.0	0.50	0.10	-	0.08	0.25	-	0.08	0.25	-	0.30	0.30	-	0.025	-	-	-	
	N ₁ ⁽²⁾	RW \leq 1305	1.0	0.50	0.10	-	0.08	0.25	-	0.08	0.25	-	0.30	0.30	-	0.025	-	-	-	
		1305 < RW \leq 1760	1.81	0.63	0.13	-	0.10	0.33	-	0.10	0.33	-	0.39	0.39	-	0.04	-	-	-	
		1760 < RW	2.27	0.74	0.16	-	0.11	0.39	-	0.11	0.39	-	0.46	0.46	-	0.06	-	-	-	
Euro 5	M	All	1.0	0.50	0.10 (0.068)	-	0.06	0.18	-	0.06	0.18	-	0.23	0.23	0.0045	0.0045	-	-	6x10 ¹¹	
	N ₁	RW \leq 1305	1.0	0.50	0.10 (0.068)	-	0.06	0.18	-	0.06	0.18	-	0.23	0.23	0.0045	0.0045	-	-	6x10 ¹¹	
		1305 < RW \leq 1760	1.81	0.63	0.13 (0.09)	-	0.075	0.235	-	0.075	0.235	-	0.295	0.295	0.0045	0.0045	-	-	6x10 ¹¹	
		1760 < RW	2.27	0.74	0.16 (0.108)	-	0.082	0.28	-	0.082	0.28	-	0.35	0.35	0.0045	0.0045	-	-	6x10 ¹¹	

Notes:

PI – Positive Ignition (Petrol and LPG), CI – Compression Ignition (Diesel)

(1) Except Category M vehicles of which the maximum mass exceeds 2,500 kg. For ADR79/00 (Euro 2) only, category M vehicles with more than 6 seats are also covered by the N category

(2) And those Category M vehicles which are specified in note (2)

(3) Separate NMHC limits only apply from Euro 5 onwards

(4) Direct injection petrol vehicles only

Attachment C

Dictionary of Terms in Queensland

Environmental Protection (Air) Policy 2019

Schedule 2 Dictionary

section 3

air emission means a substance released into the air.

air environment means the part of the environment of an area or place characterised by the air emissions that may be experienced there.

air quality objective, for an area or place, means—

- (a) for an air quality objective for an indicator that is the amount of the visibility in the air environment—the minimum amount of visibility that should be in the air environment of the area or place despite the presence of the indicator; or
- (b) otherwise—the maximum level that an indicator should be in the air environment of the area or place.

equivalent aerodynamic diameter, in relation to a particle (a ***measured particle***), means a length equivalent to the diameter of a spherical particle with a density of 1g/cm³ that has the same settling velocity as the measured particle.

health and biodiversity of ecosystems means the environmental value mentioned in section 6(a).

health and wellbeing means the environmental value mentioned in section 6(b).

indicator means a contaminant that may be present in the air environment.

mg/m³ means milligram per cubic metre at 0 degrees Celsius and an atmospheric pressure of 1.

ng/m³ means nanogram per cubic metre at 0 degrees Celsius and an atmospheric pressure of 1.

PM_{2.5} means particles in the air environment with an equivalent aerodynamic diameter of not more than 2.5 microns.

PM₁₀ means particles in the air environment with an equivalent aerodynamic diameter of not more than 10 microns.

ppb means parts for each billion.

ppm means parts for each million.

ppm-hr, for an indicator, means the average concentration of the indicator measured in parts for each million, multiplied by the length of time in hours to which the average applies.

protected area see the *Nature Conservation Act 1992*, schedule.

protecting aesthetic environment means the environmental value mentioned in section 6(c).

protecting agriculture means the environmental value mentioned in section 6(d).

residence includes a building, or part of a building, capable of being used as a dwelling.

total suspended particles means particles in the air environment with an equivalent aerodynamic diameter of less than 100 microns.

$\mu\text{g}/\text{m}^3$ means microgram per cubic metre at 0 degrees Celsius and an atmospheric pressure of 1.

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Attachment D

Some additional serious concerns of Inland Rail in SE

Queensland (not including serious impacts in rural areas

and flood plains of Queensland and New South Wales)

The Inland Rail will have devastating impacts and no benefits in Brisbane and SE Queensland and on Brisbane & Regional Council operations, including:-

- 9) **Impacts on several million people breathing and moving in SE Queensland** due to **extreme traffic and rail congestion on both the roads and existing rail systems**. The already-congested infrastructure will be subjected to an additional **87 long diesel coal trains per week, and 45 long double-stacked multi-locomotive freight trains daily**. All of these are **incompatible with the existing passenger and freight transportation** using both roads and rail;
- 10) There is a **potential for an extra 5,000 B-Double diesel trucks daily** to and from Acacia Ridge all impacting on already heavily congested city roads. Inland Rail refuses to release its estimation of trucks required to tranship its cargo to and from Acacia Ridge, The 5,000 figure is based on Inland Rail's own estimation of one freight train being equivalent to 110 B-Double trucks;
- 11) Impacts on noise and air quality with long uncovered coal trains and freight trains passing within metres of established houses and premises:
- 12) **Contrary to Air Pollution Management Practices** as outlined in this report for air pollution levels for particulates and photochemical smog which already at times exceed recommended standards. One of the main focuses on air quality management in Brisbane has been to reduce diesel emissions from buses and from rail transport. Contrary to these air quality management plans, Inland Rail plans to introduce significant diesel emissions from large fleets of extra trains and extra B-Double trucks specifically to worsen air quality throughout Brisbane and neighbouring areas;
- 13) **Contrary to noise management**, Inland Rail is actively planning to introduce and run large coal trains, freight trains and trucks all on a 24 hour daily basis through the suburbs, in many cases within metres of established premises;
- 14) **Contrary to Greenhouse Gas Emission control strategies**, Inland Rail is planning to actively initiate and then subsidize and try to increase the export of coal through Brisbane, such that the increased emission of Greenhouse Gases from the increased export of coal planned by Inland Rail will be equivalent to one-third of the total Greenhouse Gas emissions from Queensland;
- 15) **Contrary to employment claims by Inland Rail from the wasting of public money on this white elephant for the coal industry**, The Great Barrier Reef Marine Park authority has stated that the Greenhouse Gas Emissions from the burning of fossil fuels is the greatest threat to the Barrier Reef. The objective of the Inland Rail is to facilitate an increase in such emissions which places at risk the 64,000 jobs already employed associated with the Great Barrier Reef;
- 16) **Contrary to best practice planning requirements**, Inland Rail is engaging in a series of deceitful and misleading practices with no duty of care for the several million people in the Brisbane Airshed it will seriously and locally impact upon. It is acting against the public interests in all matters, and actively seeks to stifle community reaction to its own impacts and chaos; and
- 17) **Contrary to economical management**, the building of this Inland Rail with the business objective predominantly to subsidize freight for the thermal coal industry is going to place enormous additional costs of many billions of dollars on the public, the Federal and State Governments, and the Brisbane and Regional Councils.

Contact Lloyd Stümer (Email stumers@bigpond.com Mobile 0407182692 for further details.

Document Reference Number #2

Senior Shareholder Disrespects Qld Gov

Copied from

Queensland Country Life 10th April 2019

<https://www.queenslandcountrylife.com.au/story/6014553/inland-rail-will-be-built-despite-qld-still-holding-back/>

McCormack: Inland rail will be built despite Qld holding back

Mark Phelps @MarkQCL 10 Apr 2019, 12:13 p.m.

News



INLAND RAIL: Deputy Prime Minister Michael McCormack says the Queensland section of the Melbourne to Brisbane inland rail will be built, despite Queensland still not signing an intergovernmental agreement.

DEPUTY Prime Minister Michael McCormack says he has no doubt the Queensland section of the \$10 billion inland rail project will be built, despite the Palaszczuk government still having to sign off on the project.

Speaking at the Rural Press Club in Brisbane, Mr McCormack said while deals had been struck with Victoria and NSW, an intergovernmental agreement was still to be reached with Queensland.

"We'll get it built and it will be game changing, it will be nation building; it already is," Mr McCormack told the post-Budget lunch.

We'll get it (inland rail) built and it will be game changing, it will be nation building; it already is "When it is completed, people will look back and say thank goodness you did it." However, there are growing concerns that the 1700km Melbourne to Brisbane project will slip down the federal government's infrastructure priority list, if a Labor government is voted in at the upcoming federal election.

That would effectively see the project stall at Moree.

Millmerran farmer Wes Judd, who speaks for landholders on the agriculturally important Condamine Floodplain, said there was good reason to reconsider the project.

"We're not against infrastructure, but the problem is ARTC (Australian Rail Track Corporation) and the departments do not go to the ballot box," Mr Judd said.

"We need to reassess the business case and make sure this thing stacks up because we just aren't being given all the information.

"Secondly, we need an inquiry into how the strategic planning of the project has been carried out; and understand how and why some of these decisions on routes have been made.

"If this project is just about buying steel, laying down track and creating jobs during the construction phase without having a solid business case, then we need to know."

Goondiwindi mayor Graeme Scheu also expressed concern over a so-called independent review by ARTC of the North Star to NSW/QLD Border (NS2B) section.

"The review will simply show that the criteria set under the multi-criteria analysis report has been followed," Cr Scheu said.

"What it will not show is what this council, along with many landholders, believe are a number of deficiencies in those criteria.

"A flawed process and outdated information have been used to make decisions on this critical infrastructure.

"I fear a decision has already been made and that ARTC is going to engineer its way out of any problem to justify the original decision.

"We all know that you can do anything with engineering but it comes at a cost - likely millions of taxpayer dollars."

Mr McCormack also flagged the development of the Bradfield Scheme, saying the long-proposed inland irrigation project was possible with sufficient funding.

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Document Reference Number #3

Senators Against Brisbane Termination

**Recent Comments in 2021 by Senator Chisholm (Labor),
Senator McDonald (LNP) and Senator Roberts (One Nation)
[on Committee of the Current Senate Inquiry into Inland Rail]**

**Suggesting that the Inland Rail Should not Come into
Brisbane and Needs to be Paused and Rethought**

Inland Rail labelled ‘disaster’ for south Brisbane residents

27/01/2021

NEIL BREEN 4BC

ANTHONY CHISHOLM INLAND RAIL



Senator Anthony Chisholm has renewed criticisms of the Inland Rail project, calling the project a “disaster” despite it still being in the planning phase.

“I’m in favour of inland rail; I want it to work,” he told Neil Breen. “But it just seems everywhere you look at it in Queensland there’s issues.”

Acacia Ridge is the proposed Brisbane station but Mr Chisholm said this would load south Brisbane with heavy traffic.

“You’re going to have all these trains turning up.

“How are they going to get all these containers from Acacia Ridge to the port other than about 1500 extra trucks a day on those roads throughout southern Brisbane, which is just a disaster for residents.”

The senator endorsed proposals the rail could instead travel to Gladstone, which could ensure the longevity of the city’s port “for generations to come”.

Mr Chisholm also slammed current plans for not undertaking advice the current proposed route would see the rail cross floodplains.

“At the moment, all we’ve been able to do is raise questions and the government ... doesn’t seem willing to bend.”

Angry residents at the end of the line



ANTHONY CHISHOLM

MY PARTY received just 16 per cent of the vote in the town of Millmerran at the 2019 federal election so imagine my surprise in January last year when I was driving into the town and was greeted by a big sign saying, "welcome Labor Senators".

What prompted this unusual show of support? Community frustration at the federal government and the Australian Rail Track Corporation (ARTC), the government authority tasked with building the Inland Rail.

Locals are angry over the failure to listen to their concerns about the Inland Rail route that has been chosen from the QLD/NSW border to Gowrie, just outside of Toowoomba.

Just over 12 months on from this experience and even more problems have been identified with this project in Queensland. In December the Deputy Prime Minister tipped in another \$5b of taxpayer dollars – this is before they detail how the rail line will get down the range and into the Port of Brisbane.

Because of the size of these dou-

ble-stacked 1.8km long trains they are too big to get to the port meaning that the trains are due to terminate at Acacia Ridge which is still a long way from the Port of Brisbane.

Two weeks ago the Senate Committee looking at this issue heard evidence from the Mayor of Logan about how the ARTC and federal government have ignored the concerns of local residents who are going to be impacted by the increased frequency of trains heading through Logan into Acacia Ridge.

We heard alarming evidence from the trucking industry who estimate that there is going to be an extra 3000 truck movements per day between Acacia Ridge and the port. Not just any truck, but what is called an A-double, which is basically 3000 road trains a day through southern Brisbane suburbs. This is expected to grow to over 11,000 by 2040. The government have provided no plan on how this will be managed and have not engaged with the trucking industry.

It is frustrating that the Inland Rail project has been beset by so many problems in Queensland. Federal Labor are supportive of the project but it has been mismanaged in my home state. In separate evidence to the Senate Inquiry into Inland Rail Everald Compton and Jon Grayson were

scathing of the project's management. Mr Compton has been called the Father of Inland Rail, and he said "I can say that I have never in 65 years seen a more incompetently managed and wasteful project than this one. It is a disgrace" Whilst Mr Grayson who is a public policy and infrastructure expert said that "the management of the project to date has been a lost opportunity to capture innovation and to maximise export potential for rural and regional areas".

The ARTC are just paying lip service to the legitimate concerns of so many Queenslanders who are going to be impacted by this project.

Unfortunately, the federal government have been no better. In Toowoomba late last year the Deputy Prime minister dismissed the concerns of local farmers, residents and business owners when he told them "It's time to get on with the job" and suggested that "the landholders haven't accepted the decision".

There is also the cost of the project, only recently the government stumped up an extra \$5b, taking the tally to \$17.6bn, without detailing how the project will get down the Toowoomba Range and into Brisbane. That stretch alone is estimated to cost 50 per cent of the total budget for 10

per cent of the distance of the total Inland Rail project, but it would still stop at Acacia Ridge in suburban Brisbane.

The government seem intent on arrogantly ploughing on, dismissing the concerns of the Millmerran farmers as the ARTC claim they know better, ignoring the residents on the train line from Acacia Ridge to Beaudesert who are going to have 14 1.8km trains through their suburbs and they just have their heads buried in the sand on the impact of an extra 3000 road trains on the streets of southern Brisbane.

Gary Hardgrave the former LNP member of the impacted area on the southside of Brisbane has criticised the plan to terminate at Acacia Ridge "It will be devastating for southside Brisbane if the plan is to just terminate it all at Acacia Ridge because it'll just put more and more trucks on local roads which are not designed for it."

The reality is, once the Inland Rail hits the Queensland border it is a dog community it touches and driven by an organisation in the ARTC that doesn't want to listen. Ultimately it is the federal government that will have to fix these problems or be held accountable.

ANTHONY CHISHOLM IS A LABOR SENATOR FOR QUEENSLAND



Senator Susan McDonald

27 January at 18:51 · 🌐

SENATE HEARINGS REVEAL IMPORTANT INFORMATION

At today's Senate hearings into the planning for Inland Rail, we heard from witnesses concerned about the Australian Rail Track Corporation's proposed routes and the failure to connect the track directly to the Port of Brisbane.

It is my belief that a major rethink is needed and I will be making this known in the Senate Committee recommendations.



Malcolm Roberts - Pauline Hanson's One Nation

28 January at 10:01 · 🌐

INLAND RAIL IS OFF TRACK

INLAND RAIL IS OFF TRACK

Yesterday I attended a hearing into the Inland Rail project. The massively expensive project will see up to 40 heavy freight trains a day travel through southern Queensland to Acacia Ridge. (20 into Brisbane and 20 out)

Inland Rail uses passenger lines through south west Brisbane that local residents were promised would never be upgraded to heavy freight. That promise, by Labor Premier Beattie has now been broken by Premier Palaszczuk.

It is telling that neither Premier Palaszczuk nor any of her administration had the courage to front the inquiry to respond to the criticism of the route her Government is promoting.

The Mayor of Logan City Darren Power testified that within 20 years more than 50,000 residents would live with 1km of the train line, putting up with noise and vibration from 1.8km long heavy freight trains 24 hours a day.

The current plan is to terminate the line at Acacia Ridge, and not upgrade the rail link to Brisbane Port until 2040. This stupid idea will put hundreds of additional A double heavy freight trucks and related traffic onto local roads that can't handle the traffic they have now.

Inland Rail's preferred alignment also goes across the Condamine floodplain near Millmerran.

Building a 2m railway embankment across a major floodplain is a really bad idea. The small culverts being built into the embankment will quickly block during heavy rain and flood out thousands of local residents and businesses.

The much better route through Warwick, along mostly existing freight rail lines was not seriously considered by the ARTC, this is a poor decision.

The budget for Inland Rail now stands at \$20 billion and will go much higher. At this cost Inland Rail will never pay for itself. Our investigations into this and listening are going to continue. The more I hear, the more concerned I am about this project.

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Document Reference Number #4

2 Premiers promise No Brisbane Inland Rail

Previous long-term serving Queensland Premiers (Sir Joh Bjelke-Petersen LNP in 1986, and Mr Peter Beattie in 1997)

gave undertaking to the Queensland people who subsequently planned accordingly, that coal and heavy freight would never be transported on the existing Brisbane to Kyogle train line.

OCTOBER 26, 1986

The Sunday Mail

Sir Joh ends doubt with coal line 'no'

By DAVID LANDERS

The Premier, Sir Joh Bjelke-Petersen, has moved to end electorally damaging confusion over whether a coal export rail line will be built through Brisbane's southern and eastern suburbs.

Sir Joh last week gave residents a "firm assurance" that no line would be built. He has conveyed this decision to the Transport Minister, Mr Lane.

But documents leaked last week to an opponent of the line revealed, far from being just a concept as Sir Joh had claimed in earlier statements, the line was the subject of lengthy talks between Brisbane City Council and the Railway Department.

The documents, dating from 1980-81 to last month, revealed there were detailed plans of preferred routes and alternative routes suggested by the council and the department, discussions on environmental impact studies and preliminary costings.

The documents, numbering more than 100, including internal Railway Department memos, were mailed to the Sunnybank Hills home of Brisbane Before Coal Committee member Mr Kevin Bianchi.

He said in Friday: "I can only think somebody in the Railway Department recognised the line would be a disaster."

Local action committees had embarrassed National Party candidates in the area by highlighting apparently contradictory statements by Sir Joh and Mr Lane on the line.

While National Party candidates were quoting Sir Joh as saying the line would not be built, Mr Lane told The Sunday Mail last week the line would not be built "in the near future".

However, late last week Sir Joh told Mr Lane the line had been scrapped for good. It is understood this was the first time Mr Lane had been told officially.

He had assumed the line had been postponed.

The ALP candidate for Salisbury, Mr Len Ardill, yesterday welcomed the Premier's assurances.

Hon. Terry Mackenroth, MLA
Member for Chatsworth.

8th August, 1997

Whilst our record on the issue is very clear as I have indicated, I think it is incumbent on me to publicly state in writing my commitment that on returning to Government, Labor will ensure that a freight rail corridor is NOT built through the southern suburbs of Brisbane, and I would be pleased if you would pass on that cast-iron guarantee in writing to any resident of the area who makes contact with you.

In Government, Labor will develop infrastructure to divert rail freight from the Darling Downs away from the Brisbane area, and direct it to industrial ports to the North, such as Gladstone

At a time when Queenslanders are increasingly disillusioned that a Government can come to office with wide-ranging commitments and then renege on them, I believe people will want, and even demand, a written guarantee on this vital matter.

With this letter I believe the residents throughout those suburbs of Brisbane can now feel assured that the election of a Labor Government will guarantee that this option is never proceeded with, and it is only proper that people planning their futures in the areas concerned have the security of such an undertaking.

I hope that, with an election due in Queensland within eleven months, our undertaking will ensure this proposal is dead and buried once and for all.

Kind regards.

ORIGINAL SIGNED
BY PETER BEATTIE

DATE/...../97..

PETER BEATTIE, MLA
LEADER OF THE OPPOSITION.

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Document Reference Number #5

A Strange Co-incidence??

Copied from

<https://www.abc.net.au/news/2015-08-31/acland-mine-draft-authority-for-expansion-issued/6736146>

Acland coal mine: Draft authority for expansion of controversial \$900 million project issued

Exclusive by the National Reporting Team's [Mark Willacy](#)

Posted MonMonday 31 AugAugust 2015 at 4:42am, updated MonMonday 31 AugAugust 2015 at 9:38am



The expansion of the Acland mine, west of Brisbane, would boost output to 7.5 million tonnes.(

The expansion of a controversial Queensland coal mine has cleared another hurdle, with the state's environment department issuing a draft authority for the \$900 million project.

Key points:

- Expansion of Acland mine to boost output to 7.5 million tonnes
- Without approval, mine will run out of coal in 2017-18
- Opponents say expansion will have negative environmental impacts
- [Questions over company donations](#) to the state LNP, federal Liberal party

The ABC has obtained a copy of the 68-page environmental authority, which sets out conditions for the enlargement of the Acland coal mine on the western Darling Downs.

The decision has sparked calls from the Speaker of Queensland's Parliament for the state's corruption watchdog to investigate hundreds of thousands of dollars in political donations made by the mine's owner.

The project would expand the Acland mine's annual output from 4.8 million tonnes to 7.5 million tonnes, with proponents New Hope Group arguing the project would create hundreds of jobs and boost the local and state economies.

"We welcome news the draft environmental authority has been issued," Queensland Resources Council chief executive Michael Roche said.

"Without approval for Stage 3 of New Acland, the mine will run out of coal in 2017-18 and [the jobs of 460-plus people] will be lost."

But opponents, including landholders near the Acland mine, claim the mine expansion will worsen air quality, swallow up nearly 1,400 hectares of strategic cropping land and cause groundwater to drop by almost 50 metres in some places.

"It has been acknowledged that there will be substantial drawdown of groundwater and that this is likely to impact on 357 registered bores, as well as other water users," Tanya Plant, a beef and grain farmer who lives about two kilometres from the mine, said.

"That significant drawdown of water aquifers will occur for at least 300 years after the end of the mining operation."

While giving New Hope an environmental authority for the expansion, the environment department has placed conditions on the project covering issues such as air quality, dust emissions, noxious odours, noise, water quality and contamination limits.

But Dr Plant said the environmental authority had failed to follow key conditions imposed by Queensland co-ordinator general Barry Broe when he approved the expansion last December.

"The draft environmental authority (EA) does not limit their night-time operation and it doesn't seem to actually require any monitoring of noise to ensure that these levels aren't being breached," Dr Plant said.

"The draft EA also seems to have included a condition that specifically protects the mine against claims of causing environmental nuisance even if it is causing more dust at people's homes than the limits the government policies set to protect health and wellbeing.

"It also specifically does not set any limits to PM2.5, which are very small particles of dust that the Queensland Government's own policies — as well as numerous other organisations including the World Health Organisation — recognise as also being very important for human health."

The co-ordinator general approved the expansion of the mine last year despite the project requiring the "clearing of eight endangered and of-concern regional ecosystems" including koala habitat, issues regarded as "matters of state environmental significance".

The co-ordinator general's report confirmed 1,361 hectares of strategic cropping land would be affected by the expansion.

Questions over New Hope political donations

The ABC revealed last year the New Hope Group and its Australian parent company, Washington H Soul Pattinson, [had donated \\$700,000 to the Queensland Liberal National Party and the federal Liberal Party over a three-year period.](#)

Last week, anti-mining group Lock the Gate Alliance lodged a complaint with Queensland's Crime and Corruption Commission (CCC) alleging the LNP government of Campbell Newman reversed its opposition to the Acland mine expansion during the period in which New Hope and its parent made the donations.

"Queensland Labor promised during the election campaign to scrutinise the approval process for the mine," Lock the Gate president Drew Hutton said.

"They promised a full CCC inquiry in relation to political donations issues. Neither of those things happened."

Michael Roche of the Queensland Resources Council said Lock the Gate's complaint was "a predictable tactic out of the anti-coal strategy playbook to seek to disrupt and delay projects like New Acland".

"We will leave it to the CCC to deal with this matter," he said.

Concerns over coal mine owner's links to Queensland Government



The company behind a controversial mine expansion donated \$700,000 to the LNP and Liberals, figures show.

Read more

The Speaker of the Queensland Parliament, Peter Wellington, told the ABC he also wanted the New Hope donations investigated.

"One of the issues I raised with [Premier Anastacia Palaszczuk] was to look at the possible connection between significant donations and particular decisions," Mr Wellington said.

"I will be interested to see how the new head of the CCC [Alan MacSporran] will act on this.

"One of the issues here is following the money trail. It's important to know that there's been no inappropriate influence exerted."

This year, Mr Wellington asked the company about royalties generated by the mine.

In response, New Hope chief executive Shane Stephan wrote to the Speaker and revealed the company would receive about 77 per cent of the royalties generated from its Acland mine, while the state would get only 7 per cent.

By buying up most of the land around the mine, the company has taken advantage of a pre-1910 loophole that requires royalties to be paid to private landholders rather than the state.

"One of the furphies the previous government promoted was the benefit of significant royalties that would come to the taxpayer. Clearly this is not the case," Mr Wellington said.

"We've had this mantra from successive governments that coal mining is the backbone of Queensland, but the facts show this is not the case.

"However, farming is a long-term benefit to our society."

It is believed landholders will now challenge the environmental authority in Queensland's Land Court, with the ABC told an objection is ready to be lodged.

Federal Environment Minister Greg Hunt will also assess the project under the Environment Protection and Biodiversity Conservation Act.

Posted 31 AugAugust 2015, updated 31 AugAugust 2015

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Document Reference Number #6

Another Strange Co-incidence??

Copied from

<https://www.statedevelopment.qld.gov.au/coordinator-general/assessments-and-approvals/coordinated-projects/coordinated-projects-map>

Map of Route of Inland Rail in Queensland

Border to Kagaru

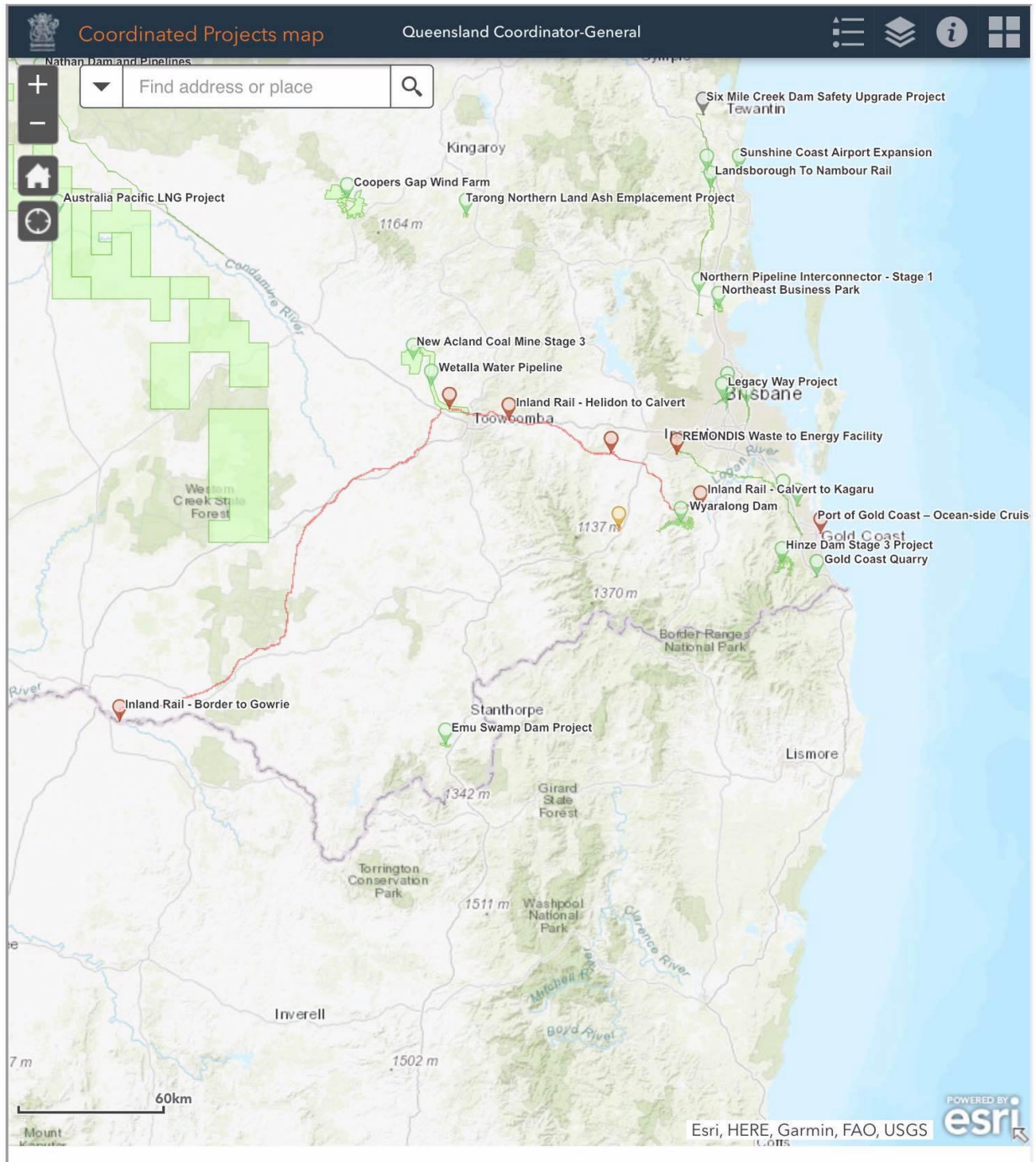
passing near Acland Mine (belonging to New Hope Coal Group)

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Coordinated projects map

View current and completed EIS projects on the coordinated projects map below. This map is updated as new project information becomes available.

View a list of [current](#) or [completed projects](#).



Last updated on 02 July 2019

Document Reference Number #7

ARTC Ignores Unravalled Business Plan

Note the unravelling of ARTC's Business Plan

as reported in the link

<https://www.afr.com/companies/infrastructure/business-case-for-10b-melbourne-to-brisbane-inland-rail-unravelling-20190326-p517li>

and a Graph 15 showing ARTC's contrary and

unrealistic Business Case as presented by

ARTC to the Senate Inquiry in early 2020

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Copied from
Australian Financial Review
March 26 2019

<https://www.afr.com/companies/infrastructure/business-case-for-10b-melbourne-to-brisbane-inland-rail-unravelling-20190326-p517li>

Business case for inland rail unravelling

Mark Ludlow

Mar 26, 2019 — 5.39pm

Save

Share

The amount of coal being exported through the Port of Brisbane is well short of the numbers used in the business case to prop up the Morrison government's [\\$10 billion Melbourne-to-Brisbane inland railway](#).

[With doubts about the long-term financial viability of the 1700-kilometre project](#), it can be revealed the amount of coal exported through New Hope Group's Queensland Bulk Handling terminal at the Port of Brisbane last year was only 7.2 million tonnes.



The Melbourne-to-Brisbane inland rail will allow freight to be moved between the capital cities in 24 hours. **Supplied**

The multi-user facility has a capacity of 10 million tonnes, but the 2015 business case for the inland rail project by former deputy prime minister John Anderson estimated there would need to be 12.9 million tonnes of coal exported through the port by 2024-25, increasing to 19.5 million tonnes a year in 2029-30 and continuing at that level until 2069-70.

If the optimistic coal export numbers are not met, it could undermine the whole business case for the inland rail project, which is being funded by a [\\$9.3 billion equity injection from the Commonwealth](#).

The Anderson report into inland rail estimated there would be 24.283 million tonnes moved to and from the Port of Brisbane in 2024-25, increasing to 50.13 million tonnes in 2069-70.

Advertisement

More than half of this amount (12,900) is from coal, with the remainder agricultural products (6.7 million tonnes) and intermodal freight (4.6 million tonnes).

The Anderson business case, which was submitted to Infrastructure Australia, gave the inland railway the green light, but said the Commonwealth would have to fund most, if not all, of the rail link because the private sector would not go near it.

It found the new freight route would deliver a net economic benefit of \$13.9 billion, including lower costs to consumers because of cheaper freight costs to move goods interstate.

[A CSIRO report released last week found the project would deliver transport cost savings of between \\$64 to \\$94 a tonne](#), or \$70 million a year, if freight was moved off the road onto the nation-building infrastructure project.

But the equity injection to the ARTC could cause a fiscal headache for future governments because it will have to be brought back on-budget if the project does not deliver the promised returns.

A Senate estimates hearing in 2017 heard the private sector would expect a rate of return of between 11 per cent and 13 per cent for a greenfields project, while the Australian Rail Track Corporation – which is receiving the government funding – only expected a return of 5 per cent to 5.5 per cent for the inland rail project.



RELATED

[Infrastructure Summit: No need to plug inland rail gap, says Richard Wankmuller](#)

The average amount of coal exported from the Port of Brisbane was 7.2 million, according to New Hope Group figures, with the largest amount recorded, of 8.67 million tonnes, in 2012.

A spokeswoman for New Hope Group said the company did not provide estimates on future coal export from the Port of Brisbane, but noted any future expansion was dependent on demand.

"Any future potential expansion of QBH would be driven by demand from coal producers seeking to use the terminal," she said.

Federal Labor's infrastructure spokesman Anthony Albanese said there needed to be greater transparency about the inland rail project.

"When it comes to the expenditure of such a large amount of money as is involved with inland rail, the Morrison government needs to be transparent about the details. To date it hasn't been," Mr Albanese said.

[A future Shorten government would consider an inquiry into the inland railway](#) following unrest from NSW farmers about the route chosen for the landmark project.

There are also questions being raised about the full cost of the \$10 billion inland railway, which in its current version stops at the Queensland border.

An uncosted and complex 126-kilometre section tunnelling through the Toowoomba Ranges is still to go to the market as a public-private partnership.

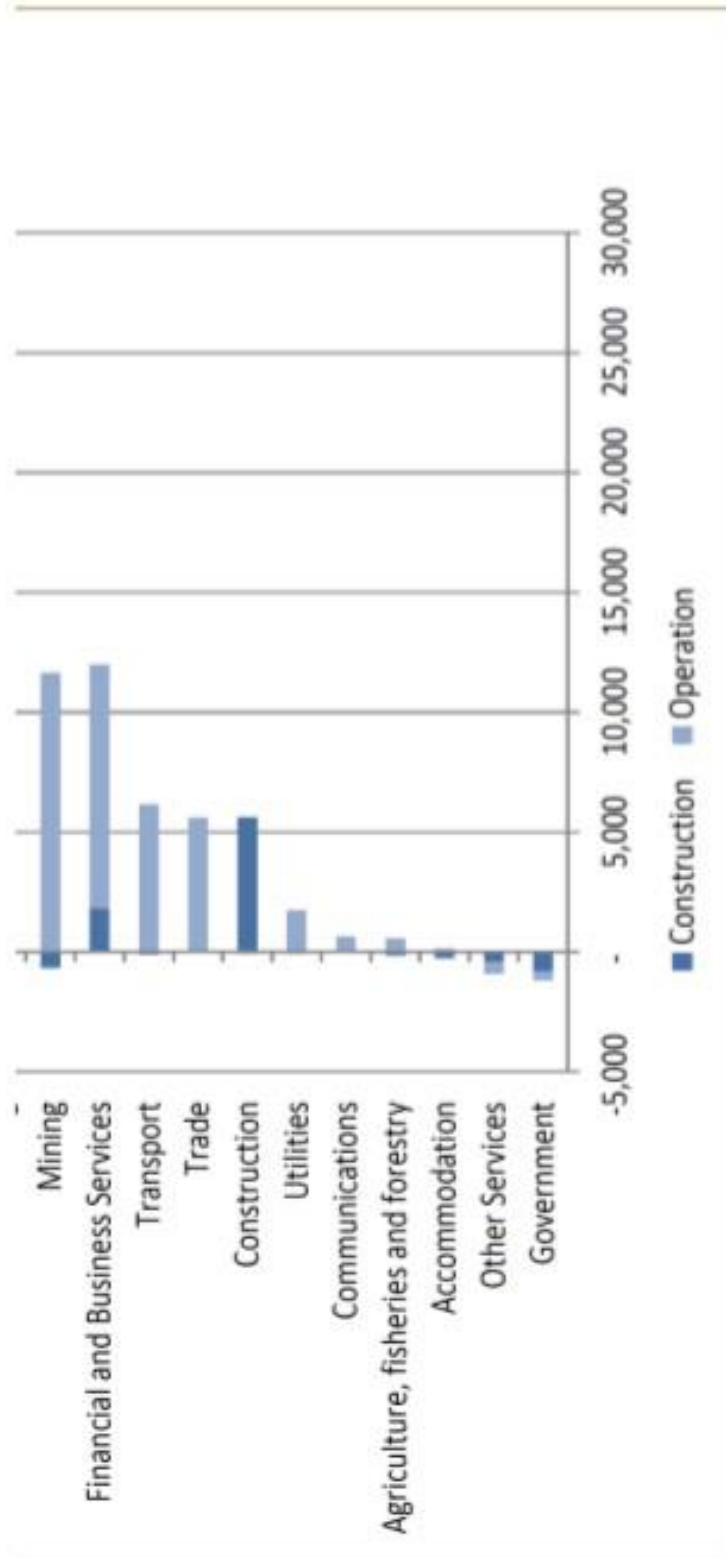
The federal government has also yet to commit to building the "missing link" 38-kilometre section from Acacia Ridge to the port, which is expected to cost another \$2.5 billion.

ARTC chief executive Richard Wankmuller said the last section of the inland rail project would not have to be filled for two decades due to a lack of demand.

Deputy Prime Minister and Infrastructure Minister Michael McCormack last week said the inland rail project would be a "game-changer" for the freight industry.

Graph 15 showing ARTC's contrary and unrealistic Business Case as presented by ARTC to the Senate Inquiry in early 2020 and showing almost no benefit for agriculture despite public hype by ARTC.

Figure 15: Economic impacts by industry during Inland Rail construction and operation



(Industry economic impact, 2014-15 dollars, \$million, discounted using 4% discount rate)

Document Reference Number #8

Cover-up shown in ARTC Correspondence

Correspondence with ARTC demonstrating active cover-up by ARTC of Regional Air Quality Issues by preventing public discussion on the issue and issuing false statements on the issue, as well as refusing to release information relative to assessment of EIS

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Good morning, Lloyd.

As I am now back from leave, Nicola forwarded your email to me for response.

In regards to Gary Hardgrave's management of the 30 November 2020 CCC meeting, I can advise that ARTC has appointed Mr Hardgrave as the Chair for the Kagaru to Acacia Ridge and Bromelton CCC and has full confidence in his ability to chair the meeting with impartiality. It is his role to ensure the meeting runs smoothly, and it is appropriate that he direct discussion as required to achieve this. **This response to my comments in Section 2 of my email of 10th January below demonstrates once again that ARTC "HAS APPOINTED" and pays a clearly biased Chair who with ARTC's quoted "FULL CONFIDENCE" will NOT act with "impartiality". Instead of having an open consultation with the public, ARTC encourages his misbehaviour and states it thinks "IT IS APPROPRIATE THAT HE DIRECT DISCUSSION" by gagging even CCC members from speaking and then insulting them as explained in my email. This bullying attitude by ARTC and its proponents demonstrates clearly why ARTC is not capable of conducting useful community consultation. The Internet link as reported by the ABC <https://www.abc.net.au/news/2016-12-07/norfolk-mutiny-brewing-against-islands-australian-administrator/8096096> may be of relevance to such bullying and intimidation, all with ARTC's now frequently proclaimed "FULL CONFIDENCE". As a human being, I would expect that an entity funded by the public purse and impacting significantly on many people would be able to provide a more transparent and less aggressive process of consultation with experts and the general public. I have never seen public servants act in such an unsavoury manner (encouraged by ARTC) at any public function (and I have been and worked closely with public servants for 50 years).**

The air quality and noise studies for the project are continuing. The preliminary results were released for public consultation in late 2020. **This is misleading and a lie. ARTC have repeatedly refused to release these studies and results, even despite my written request in bold type in Section 2 IV of my email for a copy of the studies reports. My request for information has again been ignored and not even addressed by ARTC. A number of dismissive statements without any basis or foundation of the air quality and noise studies was given, and ARTC refused to provide the bases of these statements.** In relation to impacts on air quality, the results indicate that providing that rail operators comply with existing Queensland legislation, including that relating to management of coal dust, the project would be compliant with Queensland and National Environment Protection Measures (NEPM) guidelines regarding ambient air quality conditions. **This statement is a deliberate lie repeated again in a number of ARTC statements to try to justify its entrance into the Brisbane Airshed. ARTC knows this is a lie, and this is why they have refused to engage in any meaningful discussion on this matter, or to**

release their air quality report for this lie after several years of known whitewashing of the issue. Air pollution levels in the Brisbane Airshed already exceed air quality standards and the significant extra diesel emissions from the project into the Brisbane Airshed will have a significant impact on increasing the regional air pollution over the region. This issue has been deliberately covered up by Inland Rail. It is absolutely false and ignorant of ARTC to continue to state that "PROVIDING THAT RAIL OPERATORS COMPLY WITH EXISTING QUEENSLAND LEGISLATION.....THE PROJECT WOULD BE COMPLIANT WITH QUEENSLAND AND NATIONAL ENVIRONMENT PROTECTION MEASURES (NEPM) GUIDELINES REGARDING AMBIENT AIR QUALITY CONDITIONS." ARTC has not yet made a decision regarding noise mitigation. ARTC will continue to work with potentially affected property owners to determine appropriate mitigation measures in line with ARTC's noise strategy. This is inconsistent with the statement at the last CCC meeting in November 2020 where it was stated that ARTC in its wisdom had reduced the need for any noise mitigation from a general understanding of up to 2.5 km from the rail to a mere distance of only up to 50 m from the rail after what ARTC itself described as ""REFINING....REFINING.....REFINING....REFINING....REFINING....REFINED ESTIMATES" (see Section 2 IV of my email". The noise and vibration, air quality, and other technical reports will be released as part of the primary approval documentation. Why won't ARTC release them now before it spends billions of more dollars on an unfeasible outcome.

ARTC has totally ignored my serious question and comments in bold in Section 3 of my email with respect to "public duties and obligations, malfeasance (the wilful and intentional action that would significantly damage the health and well-being of people), misfeasance (the wilful inappropriate action or intentional incorrect action or advice) and nonfeasance (the failure to act where action is required)". It appears that Inland Rail and its proponents may not realise the costs and significance of this and continue to bury their heads in the sand as they lie to everyone while they plan and intend to force the population of the Brisbane Airshed to breathe their significantly deliberately increased levels of poisons in the airshed already exceeding health standards.

In relation to your questions about the budget for Inland Rail, this is a matter for the Federal Government. You can find some additional information at <https://inlandrail.artc.com.au/moving-ahead-with-inland-rail/>. Any further questions about this should be directed to the Federal Government. I did mention in Sections 4 and 5 that additional budget details were urgently required to include in meaningful Submissions to the EIS's currently under consideration. The failure of ARTC to justify its erratic behaviour and erratic changing unexplained expenses cannot be dismissed as "FURTHER QUESTIONS ON THIS SHOULD BE DIRECTED TO THE FEDERAL GOVERNMENT". How is one meant to provide a meaningful evaluation of the EIS's when ARTC itself cannot provide meaningful data to provide any meaningful or credible evaluations in their own EIS's. Based on this failure by ARTC to provide relevant details, it would seem obvious that ARTC are treating the whole EIS process as a charade where even it doesn't have any justification for what it is doing.

Likewise, the Senate Inquiry into the Management of Inland Rail is not being managed by ARTC and any questions about this process should be directed to Committee Secretary, Senate Standing Committees on Rural and Regional Affairs and Transport. ARTC has completely misunderstood and refused to answer my simple question in Section 6 of my email "Are you aware of any serious discussion within Inland Rail on the Senate Inquiry Submissions or are they all ignored as the Inquiry itself appears to be ignored in the ongoing actions and on the many pages of the narcissistic Inland Rail's web

pages and publications?" Why should I approach the Senate Committee who would probably not know of "discussion within Inland Rail on the Senate Inquiry Submissions" if ARTC itself refuses to answer that question.

Regarding our CEO's statements at the Inquiry hearing, these was clarified at the time and ARTC will not comment on this further. **The question in Section 7 of my email was "how do Inland Rail staff support the confused statements, misunderstandings and mismanagement as provided by your leader (the \$1.4 million man) during Senate Estimates in October 2020?". This question of staff support for erratic (called incompetent by many) ARTC management was NOT clarified by any staff at the time when your leader himself said the Inland Rail was going to share the route of the non-existent Westliner from Toowoomba to Perth or Adelaide. The question of staff support still has not been answered.**

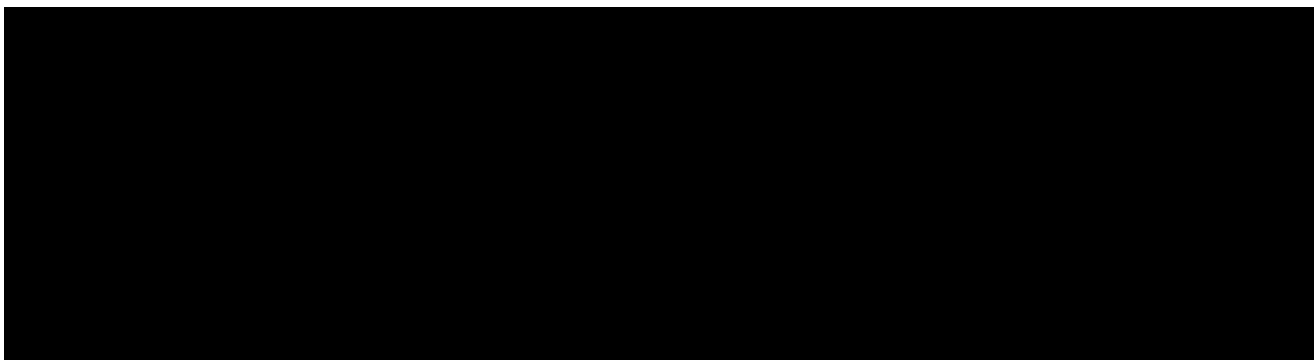
I understand that you disagree with our position on some of these matters, and I think we both need to accept that this is the case. We will provide information to the community as soon as we are able as the project progresses, but at this time we have provided you with all the information on these matters that we can. **If ARTC "will provide information to the community as soon as you can" as the project progresses, why won't you provide NOW :-**

- **the noise and air quality reports which your company should have had based on existing comprehensive available data - these air quality reports and noise should clearly demonstrate why the Inland Rail should not be allowed into the Brisbane Airshed (well before even planning to bulldoze its way into the Brisbane Airshed based on an assumption of ignorance of its impacts;**
- **the current air quality and noise reports containing the air quality lies proudly proclaimed by ARTC, and explaining why it should now be OK for everyone more than 50 m from the rail line to have no noise mitigation because of the "refining... refining... refining... refining...refining...refined estimates";**
- **all of the new business case details need to be provided urgently to enable the public to make valid assessments on the economics and any viability of the planned Inland Rail in Submissions concerning EIS's and public consultation. You Laura and Nicole must realize that it is essential for this information to be provided and not withheld or imagined. How can governments and decision makers evaluate anything when ARTC deliberately refuses to provide accurate and truthful data as I asked for. The whole EIS process has deliberately become a charade and it is no wonder that people are calling for ARTC to be sacked from the project; and**
- **answers to all the questions in my email of 10th January 2021, as well as the simple 72 questions presented to Inland Rail early in 2019 of which 59 have been ignored and still have not been addressed by ARTC- refer to the document "Feedback of Community Concerns and Questions for Nicola Mitchell, ARTC from Lloyd Stumer, Inland Rail Section Kagaru to Acacia Ridge and Bromelton Version 2nd February 2019".**

Thank you again for your contribution to the K2ARB CCC. **Nothing in this email is meant to be taken personally Laura and Nicola. However no company as ARTC has the right to wreak the havoc on fellow humans and communities that the planned Inland Rail and its facilitators are trying to achieve to merely benefit very ilimited industries (not even rural industries) shown in ARTC's own Figure 15 Section 4 of my earlier email.**

Kind regards,

Laura



Dear Deputy Premier Miles, Senator Sterle and Senate Inquiry Committee members and Nicola Mitchell of ARTC,

Dear Nicola,

1. Thank you very much for responding to Mr Banasiak. It is hoped that your response to his simple and unanswered questions will be appropriate and fast. I hope you have not forgotten to quickly also address my concerns as indicated in my own email of 8th January 2021.

2. Please read and respond to each of my concerns raised in the email which accompanied Mr Banasiak's forwarded email of long-ignored questions. I'll provide additional information and questions in this email to elaborate on those concerns to help with your response and answers. Your replies to all of my questions are required to enable me to provide appropriate responses to ongoing Inland Rail issues (as the ongoing Senate Inquiry into the Inland Rail, government details) and also the Environmental Impact Assessments of Inland Rail for which public submissions have been invited.

1. Firstly the behaviour of ARTC and its paid chair in deliberately gagging me from discussions on the two main topics (noise and air quality) listed by ARTC itself on the Agenda for discussion at the two hour CCC meeting of 30th November 2020 was absolutely disgusting, as was your Chair's deliberate

bullying and public personal insults directed at me. As a public and private scientist since 1970, I have never witnessed at any public event, such a terrible behaviour from any public officials. For ARTC to subsequently reply in writing and infer that ARTC achieved what they wanted at the meeting and further provide written "full support" for the Chair's actions and his definite "**NON impartiality**" is dismaying. This provides a clear template for unproductive future CCC meetings to be conducted in a likewise absolutely disgusting manner with members of the CCC and the public to be gagged for the whole meeting and then publicly personally insulted, all with ARTC's public blessing and public encouragement. This is not a fit and proper and moral process for any publicly funded organization and its publicly funded Chair to be conducting business for the public benefit.

- II. You would be fully aware that although I was a CCC member, I was allowed at the two hour meeting only 30 seconds to ask two questions on noise, and then deliberately bypassed from partaking in the listed discussions on air quality. The 30 seconds allowed for me to ask questions on noise was only allowed after I had to plead with your definitely "**NOT impartial**" Chair to be allowed to speak, as he himself re-emphasized "only 30 seconds". Again after begging to your Chair to be allowed to speak on air quality after being again being deliberately bypassed during the relevant body of the meeting, I was allowed to speak momentarily on the topic in the unrelated General Business public section before being rudely "shut-down" as your Chair agreed (with ARTC's agreement), and then rudely publicly attacked and insulted after speaking for only a couple of minutes (see Sections 3 and 4 in my email of 8th January). The personal attacks and insults from the Chair, fully supported by ARTC included:-

1. *Being shut down after only a couple of minutes talk on one of the two major issues (air quality and noise) scheduled by ARTC itself for discussion at the two hour CCC meeting. **I do have senior professional expertise in air quality and this is an issue in which the operating Inland Rail will produce very major impacts on the communities such that Inland Rail should never be permitted or even have undertaken any plans to enter the Brisbane Airshed;***
2. *Being told "This is not the Lloyd Stumer CCC, this is the Kagaru to Acacia Ridge Bromelton CCC";*
3. *Being told "We are not here to talk about the (which are the real air quality issues)", when in fact air quality was one of the two major topics listed by ARTC for discussion during the scheduled two hour CCC meeting;*
4. *Being told "You have expertise that you wish to promote and tell people about"; and*

5. *Being told about a "debate on this" - when there is absolutely no "debate" on the facts of the very significant negative regional air quality impacts of the Inland Rail project. These very significant impacts are one reason which should definitely prevent Inland Rail from ever entering the Brisbane Airshed or in anyway planned to enter the Brisbane Airshed, because there will be real consequences violating Queensland Legislation and air quality standards.*
- III. Is this how ARTC will continue to give unbridled "full support" to your very obviously "**NON impartial**" Chair and plan all your future CCC meetings to operate by gagging, ignoring and personally insulting your CCC members and members of the public? Would you please clarify why you support his actions? What have I done to warrant such "gagging" on discussion of issues of concern (listed as the major items for discussion by ARTC itself on its CCC meeting schedule) and in which I do actually have senior professional expertise. It is also rather arrogant that your Chair who with ARTC's full backing, confidently implied publicly that he had more expertise on the topic than me - audio recordings can be supplied? What are CCC members expected to do to obtain ARTC blessing? Do you see any real purpose for this CCC (Kagaru to Acacia Ridge and Bromelton) other than to be a mere public mouthpiece at CCC meetings for Inland Rail and thereby totally misrepresent the communities and public concerns? What is ARTC trying to coverup by gagging me and then removing me from the CCC? **There appears to be an openly obvious and concerted attempt by ARTC to mislead the public on the serious regional air quality impacts of the Inland Rail, and shut down public discussion on this specific issue. The belated reply to me from ARTC on 23rd December 2020 touching on air quality issues three weeks after the public meeting (and on issues which your Chair with ARTC support said they didn't want to publicly discuss at the public meeting) was full of continuing and deliberate misinformation - Why??????**
 - IV. **Proven misinformation programs** (Point 3 of my earlier email) have occurred with the astonishing claims of no negative operational air quality impacts and the even more astonishing shutting down of public discussion on this issue. It is also a rather astonishing claim by ARTC that no noise mitigation will be needed for residences greater than 50 m from the rail line despite an earlier government study suggesting that extra glazing may be required for residences with 500 m from the rail, and some noise mitigation required in some cases up to 2.5 km from the rail. The ARTC's noise representative suggested the 50 m (seemingly reduced from 2.5 km) for noise mitigation was achieved due to his description in his own words of (refining... refining... refining... refining... refined.. refined" estimates but that he wouldn't release the report. Please release immediately your reports to me and the public to try to justify this proven misinformation (air quality) and apparent misinformation

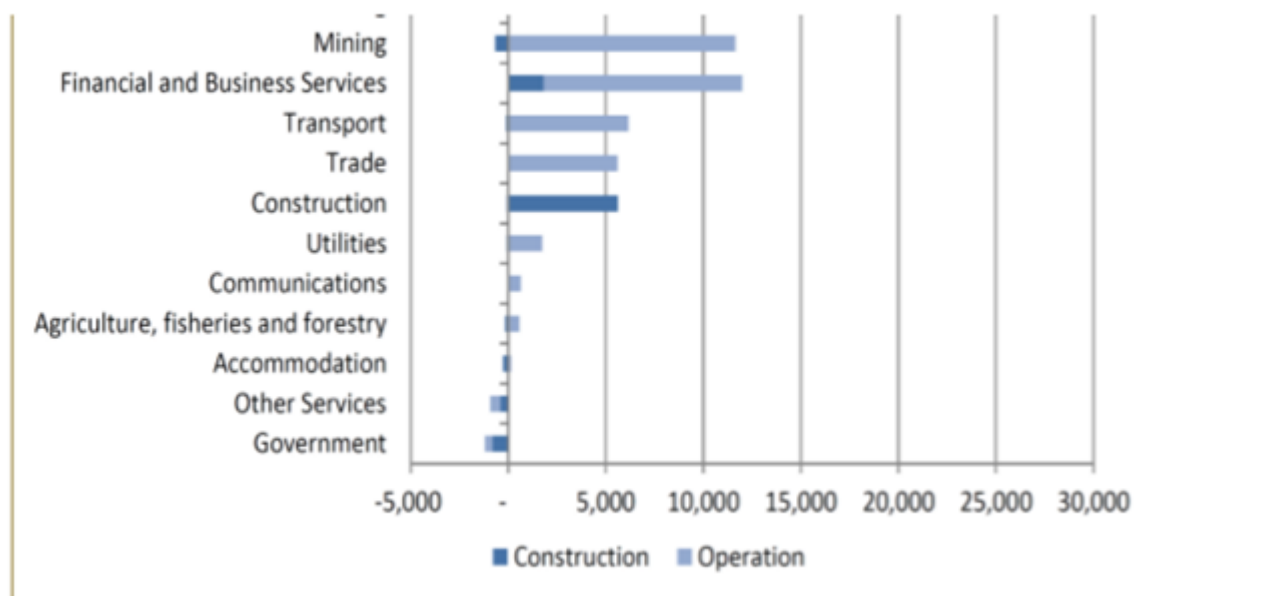
(noise) as a sign of your faith in the integrity of your claims. To continue to resist the easy and immediate release of these reports demonstrates the continuing clear lack of faith by ARTC itself and others in these ARTC claims. **I have asked for these reports previously and am asking again here for them - emailed versions by close of business Monday 11th January will be fine and easily achieved by ARTC.** However ARTC continues to insist their own weird claims are "the Gospel Truth" and we the public must just "believe them" in a similar manner as a cult follower or voiceless collateral damage. So ARTC continues to misplan and misbudget and mismanage on such false "Gospel Truths". Who within ARTC will pick up the bill to rectify and compensate everyone for such untrue "Gospel Truths"? None of these questions above and following are meant to be ignored or simply refused as other people are also waiting for your clear answers and responses to all of the questions and concerns in these 2 emails (of 8th January and this email). These reports are also required for input into the submissions for the current Environmental Impacts Assessments of Inland Rail.

3. Your company and its staff and consultants are presumably paid satisfactorily by the public purse with respect to the Inland Rail (e.g. your leader drawing an income of approximately \$1.4 million during 2019). Is everyone actually aware of their own individual and corporate responsibilities to the public, plus possible damages and costs in relation to expenses, budgets, **public duties and obligations, malfeasance (the wilful and intentional action that would significantly damage the health and well-being of people), misfeasance (the wilful inappropriate action or intentional incorrect action or advice) and nonfeasance (the failure to act where action is required)** - refer to Wikipedia, Queensland Air Quality Legislation and recent High Court of Australia successful actions. It is suggested that the damages and costs and compensations associated with this Inland Rail project to very many people will be phenomenal, and it appears that none of this has been budgetted for.

4. On the topic of the necessity for the release of reports as mentioned in Section 2 IV above, plus the rapidly changing costs and budget blowouts (which must include the allowances for the probable phenomenal and unbudgetted costs in Section 3), can you also provide a copy of the new business case and relevant associated documents of Inland Rail justifying the new expenditures, new assumptions and returns associated with the recent well-publicised multibillion dollar grant from the government. In addition to this newfound wealth from the taxpayer, I was very surprised to hear that Rob McNamara (Project Manager of ARTC) was able to confidently state at the CCC meeting of 30th November 2020 that contrary to the expert Australian Financial Review report <https://www.afr.com/companies/infrastructure/business-case-for-10b-melbourne-to-brisbane-inland-rail-unravelling-20190326-p517li> about the Business Case for Inland Rail unravelling:-

1. he was able to provide the allusion that Inland Rail secretly was somehow in much better shape than the already dodgy 2015 Business Case which has unravelled (despite being well out of budget in both doubtful income from coal and ballooning construction costs of many billions and billions of dollars); and
2. that Inland Rail is operating on an apparently new "secret" (to me and presumably most of the public and possibly the Senate) business case; plus
3. that it doesn't matter where the Inland Rail now terminated as, at anywhere inside or outside of Brisbane it will now be profitable (even if unbudgetted for); plus
4. it now doesn't need any coal transport at all to pay its operating costs despite its unravelling 2015 Business Case and the Figure 15 below as provided to the Senate both suggesting coal was essential; plus
5. that it was now able to guarantee that money from private investors putting money into the PPP/S worth many billions of dollars was now also going to be guaranteed and repaid (perhaps apparently guaranteed repayments by again the Australian taxpayer and not the Inland Rail itself). Such a long-term guarantee of private money seems a much better deal for private investors than anyone else in the world or even the banks can provide. How is this not a "shady" slight-of-hand accounting trick with only more unbudgetted public money always at risk?; plus
6. the previous business case as presented to the Australian Senate only 12 months ago in the Graph 15 below demonstrates the huge benefits of the proposed operating Inland Rail to the mining (thermal coal) industry, and only half of the huge mining benefits to the Transport Industry and almost no benefits to the agriculture fisheries and forestry industries. ***So where are the new secret funds going to come from and go to????? Is it possible for me to have access to the presumably new business case and associated new documentation which I understand you must have already presented to the Senate Inquiry to update your old data of only 12 months ago? I will need these documents for submissions on the Environmental Impact Statements which I assume have been updated to support your new budgets and business plans and ultimate sustainability. I would hope that nobody is forced to provide submissions using an Old Business Plan of 2015 which is no longer relevant.***

Figure 15: Economic impacts by industry during Inland Rail construction and operation



(Industry economic impact, 2014-15 dollars, \$million, discounted using 4% discount rate)

5. Nicola, I am at a loss to understand how and where all this money has suddenly come from, despite the budget blow-outs? How is it OK to seemingly now be able to operate more in open slather with what appears to be less accountability than what is required of both private and public ventures, or have I just misunderstood something? Where are all the secrete funds coming from, and how and to whom can they be repaid? Is it all legal or does it need perhaps another federal inquiry to uncover the mystery of the new unexplained billions???? This information is necessary to provide some confidence in what ARTC is telling everyone (contrary to many experts' reports on the non-viability of the project). This "telling" is that that the project can now seemingly be covered and being paid for others than by the communities it intends to damage. If you provide me with the detailed new business case being used, I will pass that on, if permitted, to senior stakeholders in the community. Will you pass on these new business details to me or tell me where and from whom I can find the relevant information, or are they also secret? Your replies to these questions are essential inputs into the commercial sustainability for the continued operation of the Inland Rail, required for the invited public submissions to the Environmental Impact Assessments of the Inland Rail. Note the repetition is for the sake of emphasis on all this important detail.

6. Perhaps to clarify my request for faith in what ARTC is stating about the supposed obviously new benefits of Inland Rail to others than the very few few getting hands on the public's money, I think the video clip in this link provides a more realistic view to be considered in relation to that promoted by ARTC - see link <https://thefarmermagazine.com.au/video/1120/> . This Section 6 link is not a question but is inserted here to quickly clarify concerns as articulated in the public about Inland Rail. These concerns are ignored by Inland Rail. You should be already

well aware of my own two detailed Submissions to the Senate Inquiry on the Inland Rail, being Submission 98 (including numerous published expert reports on the problems and unviability of the Inland Rail) and Supplementary Submission 98 to the Senate Inquiry into the Inland Rail. I have frequently suggested that Inland Rail staff should read the many good Submissions to the Senate Inquiry to obtain honest assessments of the Inland Rail issues other than internally biased publications and misinformation. Unfortunately I personally have never had any feedback from ARTC staff on any of the Submissions to indicate that anyone within Inland Rail has even cared to read them. Are you aware of any serious discussion within Inland Rail on the Senate Inquiry Submissions or are they all ignored as the Inquiry itself appears to be ignored in the ongoing actions and on the very many pages of the narcissistic Inland Rail's web pages and publications? Members of the Inquiry Committee themselves as well as many others may be interested in your response to this question.

7. To clear up some of the inconsistencies with the Inland Rail and its claims and plans as observed and questioned over the last two years by me and many others in Australia, how do Inland Rail staff support the confused statements, misunderstandings and mismanagement as provided by your leader (the \$1.4 million man) during Senate Estimates in October 2020? I refer specifically to the newly exposed plans that the Inland Rail was going to link up with the route of the non-existent Westliner going west from Toowoomba to Perth (mentioned twice to indicate it was not an accidental slip of the tongue) or to Adelaide as he later suggested. See Page 66 of the attached Hansard Report also reproduced here immediately below:-

"Mr Wankmuller: There are portions in the network that would be shared, and we are designing it such that the existing line—I forget the name of it—that goes out to Perth can share that route, and we're making sure that we're designing it so that it doesn't prevent future expansion for passenger rail. It's one of the key requirements of the state. CHAIR: Did you say to Perth? Mr Wankmuller: Yes. I'd have to get the name for you; I'll take it on notice. But there is a passenger line—it goes very infrequently—that goes through that area. CHAIR: Between Toowoomba and Brisbane? Mr Wankmuller: It's called the Westliner line. I have other people in the room here who I didn't introduce, but I've been informed that the name of that line is the Westliner, and it goes out beyond Toowoomba and continues all the way to Perth, I believe—sorry, Adelaide. " - see Page 66 of attached Hansard Report .

For those interstate readers and those not familiar with the Queensland Rail System and confused by the wobbly promises and plans of Inland Rail, there is no "Westliner" Rail in Queensland, and there is no train going westwards from Toowoomba to Perth or Adelaide. Might I add Mr Wankmuller has been in that job leading the Inland Rail for a couple of years (I think 2.5 years). Has anyone been cutting the long grass in Queensland and found the phantom unknown

train? **Where and when are the jokes, the lies and incompetence associated with the Inland Rail all meant to end?** You must be aware that there have been numerous calls (as quite recently by Everald Compton, as well as in the video link in Section 6 above) for the ARTC team and Inland Rail's plans to be all dismissed - I say that so you may understand that my thoughts on the Inland Rail project are not outliers or extreme in the community justifying continued dismissal by Inland Rail. **The very active public suppression of the major regional air quality impacts (which clearly demonstrate proven irrefutable proof of the unviability of the current plans of the Inland Rail and why it should have never been planned or allowed to enter the Brisbane Airshed) further justifies calls for the project to be scrapped (or terminated at Newcastle). All of this is very relevant to public submissions into the Environmental Impact Assessments of the Inland Rail.**

8. Do you Nicola have an answer or solution or even a comment on this debacle frequently provided by your management and all of its unseemly processes (the actual focus of the Senate Inquiry and NSW Inquiry into Inland Rail's mismanagement or management)? This question is posed by me (as a fellow human being and Australian) to you (as another fellow human being and Australian) who must be clearly unnerved by such crazy plans to share the route of the non-existent the Westliner from Toowoomba to Perth or Adelaide, presented by your leader to our incredulous Senate Estimates Committee conducting the Inquiry. It would be appreciated and human for you to provide a personal view (even if by telephone) on this debacle. How are we the public and you meant to have faith in this erratic behaviour and programs of the Inland Rail? This is a very real question meant for your very real answer and response.

9. In relation to the misinformation continually provided by ARTC to the public, I must make reference to your email of 23rd December 2020 and its inference that anybody living along any rail-line or new intended rail-line in Australia should endure the major impacts which Inland Rail plan for SE Queensland as well as farmers on floodplains etc. That inference is as crazy as saying that anyone living near a designated old or new military testing area (such as Greenbank or Canungra or even Fraser Island) should have to endure whatever anyone wishes to provide with a military purpose (e.g. napalm, agent orange, bombings, large explosions 24 hours a day non-stop etc). Specifically ARTC made the very misleading claim in its email of 23rd December 2020 (justifying major negative impacts on everyone) that "***the existing Interstate Rail Line that (sic) has been operational since 1932***" while totally ignoring the facts that:

- this original Rail Line (from Brisbane through Kyogle to Sydney) was never intended to take long heavy coal trains from SE Queensland or heavy double-stacked freight trains from Melbourne (directly contrary to the incompatible Inland Rail's recent plans);

- two long-serving Queensland Premiers Joh Bjelke-Petersen (in 1986) and Peter Beattie (in 1997) both made promises to Queenslanders that long coal trains and heavy freight trains would never use that line - see the two relevant attachments to this email (directly contrary to the incompatible Inland Rail's recent plans);
- earlier plans for an Australian Inland Rail never intended the current route and activity planned by Inland Rail through our backyards (directly contrary to the incompatible Inland Rail's recent plans);
- all Queensland State Governments and local governments since inception for well over 100 years, have continued to plan and approve land use and residential growth in SE Queensland to benefit everyone (directly contrary to the incompatible Inland Rail's recent plans);
- residents have continued to invest their livelihoods in SE Queensland with planning legislation to ensure that their livelihoods will be protected (directly contrary to the incompatible Inland Rail's recent plans);
- the regional air quality of the Brisbane Airshed (home to 3 million people) already at times exceeds air quality standards. The very significant diesel emissions from the Inland Rail project will have a very detrimental impact on the air quality in the Brisbane Airshed which all of the 3 million residents must breathe (directly contrary to Air Quality Legislation and the Inland Rail's easily demonstrable lies and incompatible recent plans);
- although a Queensland noise study indicated that noise mitigation may be required for some premises up to 2.5 km from the train line, Inland Rail now declares that its new superior "refined" but secret study unable to be released, suggests that premises with only 50 m may require noise mitigation and Inland Rail effectively ignores all the others who won't be able to sleep day or night. This was what was described by Inland Rail in the CCC discussion (Kagaru to Acacia Ridge and Bromelton - 30th November 2020) on noise and vibration (where vibration seemed to be ignored also in line with ignoring noise further than 50 m from the line). The simple cut and pastes from various documents in the Inland Rail email below is a strange attempt to camouflage the fact that Inland Rail has decided that residents more than 50m from the newly busy and loud Inland Rail line in SE Queensland will seemingly not be offered any noise mitigation as indicated at the CCC discussion (the original Queensland study suggesting that noise mitigation may be required for premises up to 2.5 km from the rail is incompatible with Inland Rails secret study results mentioned to limit noise mitigation to premises only within 50 m); and
- the numerous impacted residents will suffer very significant losses from many impacts associated with financial losses and mitigation ((directly contrary to the incompatible Inland Rail's plans for basically no compensation and no mitigation);

10. The questions and comments here are not meant to be taken as any reflection on anyone personally within ARTC. I do expect that ARTC (being paid by the public purse to provide a service to the public) will provide me with quick and honest answers and comments to the issues I have raised. As an experienced environmental scientist with a good grounding in heavy industry, I would expect that the issues in the 9 Sections above in this email and reflected in my email of 8th January 2021, can be quickly and honestly addressed with less than an hour's work, as they are all simple concerns and questions to which ARTC has already professed to have the supporting information, reports and documents. I look forward to your speedy reply to all of these important community issues. The information asked for in these emails is required for both public information and for incorporation into the Environmental Impact Assessments being confidently distributed by ARTC for public input

11. *There is so much misinformation provided by Inland Rail to try to justify its plans and understate its damage and costs. This is clearly demonstrated by the deliberate proven misinformation (yes - straight out lies) on its so-called-negligible operational air quality impacts, which in fact are so major they should immediately stop the Inland Rail project in its plans to ever enter or be planned to enter the Brisbane Airshed. Shutting down and stopping public comment on this issue in no way justifies Inland Rail's continued plans and professed ignorance of its impacts. Shutting down public discussion and continually providing misinformation in no way removes issues of malfeasance, misfeasance and nonfeasance from everyone involved in this Inland Rail project.*

12. I have copied this email to Senator Sterle, the Senate Inquiry Team and Deputy Queensland Premier for their information as major stakeholders in the Inland Rail. I may also forward this email to members of the then Community Consultation Committee (CCC) who may have been mystified by the strange processes which occurred at the CCC meeting of 30th November 2020. I await your replies and response.

Your faithfully,



(apologies for any grammatical errors)

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Document Reference Number #9

NSW Requirements Hazard Reduction

Response by NSW Department “Transport for NSW” Objecting to EIS (Narromine to Narrabri) Proposals by ARTC Inland Rail for the Treatment of Road Rail Interfaces (Level Crossings)



18 February 2021

SF2018/253369; WST18/00116/08

The Manager
Transport Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Mr Mick Fallon

Dear Mr Fallon

SSI9487; Narromine to Narrabri (N2N) Inland Rail Project; Review of EIS

Thank you for your referral to Transport for NSW (TfNSW) on 7 December 2020 received via the NSW Major Projects Planning Portal seeking comments in relation to SSI9487. Reference is made to TfNSW's previous submissions in relation to this proposal dated 7 August 2018 and 28 September 2020.

TfNSW has reviewed the submitted documentation and notes the proposal still includes six at grade crossings of classified roads. TfNSW, in its previous submissions, has clearly stated that all new Inland Rail interfaces with classified roads are to be grade separated. As such, TfNSW objects to the proposal, as submitted in relation to treatment of the road rail interfaces (level crossings).

TfNSW is willing to reconsider its position, subject to amended information being provided for review that provides for grade separated interfaces of classified roads and Inland Rail.

Further to the above, TfNSW has identified a number of matters in the EIS that requires additional information. For a list of these matters, please refer to *Appendix A and B*. TfNSW provides its preliminary assessment of the level crossings proposed under SSI9487 (see *Appendix C*).

Please confirm with TfNSW that the application will not be determined until such a time as TfNSW has had an opportunity to comprehensively assess the application following provision of information addressing the above-mentioned and attached matters. Should you require further information in relation to this matter, please contact Andrew McIntyre, Acting Manager Development Services on 02 6861 1453.

Yours faithfully



Damien Pfeiffer
A/Director Development Services
Regional and Outer Metropolitan

Transport for NSW

APPENDIX A

Page	Section	Issue	Additional Information Request
B11-7	B11.2.1	The EIS refers to "minimal delays" and "long period" waiting times at level crossings. This is subjective, particularly given the majority of the level crossings in N2N currently do not exist (ie there is currently no delays or wait periods at these locations).	Actual projected delay times be provided for each level crossing.
B11-11	B11.2.3	Travelling Stock Route severance	Please confirm where Inland Rail crosses TSRs that stock movement has been accommodated and won't involve movement of stock onto public roads.
B11-13	B11.3.1	There are not any mitigation or management methods provided for accommodating the most vulnerable road users, pedestrians and cyclists.	Details of measures to be employed to provide safe access for pedestrians and cyclists to cross Inland Rail.
B11-15	B11.4.1	Of the 51 proposed new level crossings, 12 are active controls with signals and booms. The calculations for maximum queue length for worst case scenario is inadequate. For example, for Castlereagh Highway the submitted documentation has 96 seconds = 46 metres. However, during harvest periods it is not uncommon for convoys of B-doubles and road trains (B-double 3x26m with 5 m spacing = 90 metres, or road trains 3x 36.5m with 5m spacing = 119m)	Revised delay and queue length analysis including actual heavy vehicle lengths operating on each road.
B11-15 & A7-17	B11.4.1 & A7.4	Use of ALCAM as the only tool to assess risks at road/rail interfaces is not appropriate (see https://www.alcam.com.au/about-alcam.aspx)	Revised assessments using ALCAM as well as other guides and tools including: <i>Austrroads Guides, Australian Standard 1742.7 and Railway Crossing Safety Series 2011, Plan: Establishing a Railway Crossing Safety Management Plan</i> (NSW Roads and Traffic Authority, 2011) and Safe System Assessment.
B11-15	B11.4.1	The applicant advises 'ARTC standard signage would be used'.	All signage on and for traffic on public roads must comply with Australian Standard AS1742.7.
B11-15	B11.4.1	The applicant advises 'the presence of level crossings may present safety risks to motorists due to potential collisions with trains'	The submitted documentation needs to include an assessment of other risks such as infrangible infrastructure in the clear zone, adverse road alignments, end of queue rear end crashes, platooning of traffic and overtaking, etc.
B11-17	B.11.4.2	The applicant advises 'changes to roads would be undertaken in accordance with the minimum safe standard of the existing road'	Any work on the classified road network needs to be in accordance with <i>Austrroads</i> and relevant TfNSW supplements (ie current standards).
B11-17	B11.4.2	Impacts of property severance	Current access across affected property owner's land is unfettered whereas use of a public road

			requires vehicles that can be and are registered, and drivers that can be and are licensed and operating within the terms of the licence. There are also potential implications should people with displaced travel routes fail to use the public road system as envisaged or where they decide to continue old practices but cross the railway wherever accessible. Further consideration of providing access across IR for severed lands is required.
B11-18	B11.5.2	Inadequate consideration of impacts on existing road environment.	The NSW Government has committed to a target of zero deaths and serious injuries on NSW roads by the year 2056 (NSW Road Safety Plan 2021). Rail-road interfaces and road related areas associated with the Inland Rail must be designed and operated under the Safe System philosophy. Traditional approaches to road design, risk management in the road environment and traditional road related risk assessments are inadequate and do not align with the commitments, strategy and aspirations of the NSW Government. The new railway must be planned, designed and managed to eliminate death and serious injury on the impacted road network.
A7-6 & A7-9	A.7.3.5 & A7.3.6	Narromine West connection and connections with other rail lines are inconsistent.	Part E Maps and Parts 4 and 5 are inconsistent and require alignment.

APPENDIX B - General Comments

Issue	Comment
Risk Level	The building of the Inland Rail introduces new risks to the road environment. At present, where a railway does not exist, the risks associated with level crossings and rail interfaces are non-existent. The railway introduces new risks through the realignment of roads and the introduction of level crossings, and the introduction of infrangible structures in the road run-off area (clear zone). Risk assessments based on the SFAIRP model are inadequate, they are aligned with assessing risks at existing infrastructure - this is not the case with the majority of the Narromine to Narrabri section. As such, the highest level of risk associated with the introduction of the railway and burdened upon the road user and road manager needs to be no greater than negligible.
Sight distance at Level Crossings	Environmental risks do not appear to account for the need to maintain sight triangles at passive control level crossings. Ensuring sighting is adequate may require clearing in private land or State Forest to a width greater than the nominal rail corridor.
Train Length	The EIS is based on operation of 1,800m long trains, but flags the later introduction of 3,600m long trains. To aid in future-proofing the project, all traffic, transport and road safety assessments must take the future length of trains into account.
Vegetation control in rail corridor	The risk of fire emanating from within the rail corridor needs to be mitigated through appropriate management of the fuel load within the rail corridor. Similarly, the spread of

	noxious and other weeds must be mitigated through appropriate surveillance and management.
Social Impact Management	To promote community confidence in the management of social impacts the Social Impact Management Plan is to be made available online in accordance with the draft <i>Social Impact Assessment Guideline for State significant projects</i> (October 2020).
Lighting of level crossings	The RMS (now TfNSW) <i>Guideline Lighting for Railway Crossings</i> provides for the provision of lighting at all public level crossings and must be used to determine the need for lighting. Wherever practicable, lighting is to be provided on all sealed roads, and on unsealed roads with poor alignment that are trafficked at night. Road lighting is recognised as reducing crash risk at night by around 30%.
Driver set-back	AS1742.7:2016 provides a driver set-back (Ld) value (the distance from the driver to the front of the vehicle) of 1.5m. Long nose heavy vehicles have a driver set-back of approximately 2.5m. This should be accommodated on freight routes and in rural areas, and considered at Private level crossings where trucks and primary industry vehicles use a passive control level crossing.
Interface with other rail corridors	At locations where the Inland Rail corridor interfaces with other rail networks or sidings, the applicant needs to demonstrate that trains moving between the networks are not held across public level crossings when moving between the Inland Rail corridor and existing rail corridors, and that shunting manoeuvres will not occur across public road level crossings.
New level crossings	The applicant must comply with TfNSW's level crossings policy in order to obtain approval to construction of new level crossings. Approval for the installation or removal of (road) traffic control devices is a function of TfNSW, with certain devices delegated to local government on roads other than State roads. Only TfNSW holds the authority to approve the installation or removal of internally illuminated devices, and of speed limits, on all roads.
Fencing	The EIS states temporary site fencing will be installed to ensure construction areas and areas to be impacted are clearly delineated. However, it does not contain information regarding permanent fencing along the leased network boundaries upon construction. The proposed leased network boundaries will be required to be re-defined and agreed upon.

Note:- This Page is Blank

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Lloyd Stumer
29th November 2019

Committee Secretary
Senate Standing Committees on Rural and Regional Affairs and Transport



Dear Sir/Madam

**SUBMISSION TO THE SENATE INQUIRY INTO THE MANAGEMENT OF THE
INLAND RAIL PROJECT BY THE AUSTRALIAN RAIL TRACK CORPORATION
AND THE COMMONWEALTH GOVERNMENT**

Thank you for the opportunity to submit this Submission of major concerns to the Senate Standing Committees on Rural and Regional Affairs and Transport relevant to the Inland Rail project and its mismanagement, outlining the urgent need for major changes to the project.

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Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

BACKGROUND

I am a long-term (43 years) resident of Algester in Brisbane, a suburb of the densely populated urban areas (many hundreds of thousands of people) of South-East Queensland where the Inland Rail will have large, widespread disastrous impacts. These impacts are in addition to the disastrous impacts the Inland Rail will have on many rural communities. I am also a member of the Community Consultative Committee (CCC) for the Inland Rail section Kagaru to Acacia Ridge and Bromelton. This Committee was formed late in 2018 after public and Queensland Government pressure to provide consultation and feedback of public concerns between local communities and Inland Rail. I am also an experienced (since 1970) physicist, meteorologist and environmental scientist.

This Submission includes the national, Queensland and local details associated with the Inland Rail, separated into sections identified by all the Terms of Reference for the Inquiry. The disastrous environmental impacts the Inland Rail will have on SE Queensland are in Section H of this report under “Other Related Matters”. The Submission is comprehensive but easily understood. The Submission is comprehensive because the large Inland Rail project produces major impacts in many subjects.

The Submission is organised into a concise Summary, a necessarily detailed and referenced body addressing the Terms of Reference “A to H”, and a concise Conclusion and Recommendations. An Attachment is provided of the compilation of all the original documents from which the referenced articles of this Submission are extracted. This Attachment is provided as a courtesy to all readers to allow them to quickly access and understand the background and validity of all the statements in this Submission. This comprehensive Submission itself is thus a fully self-contained and readily-understood and validated report. There is no need for any dependency on access to external references which at times can be restricted due to Internet problems, paywalls for some media-referenced documents, needs for registration to view some documents and even changes in the URL’s (locations on the Internet) of some documents.

The current Business Plan for the Inland Rail and therefore operations in Queensland should be in total disarray and under immediate revision. The Queensland Minister for Transport and Main Roads (Minister Bailey) who is the Minister responsible for overseeing the Inland Rail in Queensland) made the welcome and widespread announcement on ABC Radio 612 on Wednesday 20th November that there would be no coal transported on the planned Inland Rail through the densely populated suburb of Algester. This means there will be no coal transported on the Inland Rail to Acacia Ridge. This will have major implications on the Inland Rail in Queensland, as its Business Case was based on transporting a record 19.5 million tons of coal annually along that line.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

SUMMARY

It is critical to consider that the Queensland Government on Wednesday 20th November 2019 made an announcement that there would be no coal on the section of proposed Inland Rail line at Algester which infers on the Kagaru to Acacia Ridge and Bromelton section. This announcement was made due to concerns of impacts on the densely populated suburbs and urban areas of that section. The already faulty and dishonest Business case is based on 37% of total freight on the Inland Rail by 2030 being record tonnes of coal expected to last another 40 years until 2070. The announcement of the Queensland Government should force a rapid revision of the Business Case and planned actions and route for the future of Inland Rail.

This submission has detailed the many major problems with all facets of the Inland Rail, particularly as they relate to Queensland. It is in Queensland where the major expenses, plus huge unbudgetted additional costs of at least \$6.05 billion have to be found before the rail is built.

Inland Rail has become an uncaring entity devoid of compassion, devoid of environmental care and devoid of financial responsibility. There are serious concerns from many people in the communities, and all of those concerns have been ignored and whitewashed.

A preliminary investigation of selecting the Port of Newcastle as the northern terminus of the Inland Rail has demonstrated many benefits of that selection. These benefits include the saving of probably at least \$10 billion dollars in costs, and the removal of all the major impacts compared to the original objective of coming to Acacia Ridge.

The following recommendations are made:

1. The Inland Rail Business case must be reviewed immediately, with current works suspended in Queensland;
2. Public Money that would have been spent in Queensland on the Inland Rail should be transferred to the Queensland Government for use on higher priority projects This would greatly benefit the people of Queensland in lieu of the communities having to suffer the devastating impacts that would be otherwise delivered by the Inland Rail; and
3. The Independent Review of the Inland Rail should include the consideration of the Port of Newcastle as the northern terminus of the Inland Rail.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

A. FINANCIAL ARRANGEMENTS OF THE PROJECT

The current planned route of the Inland Rail from Melbourne to end at Acacia Ridge in Brisbane is widely acknowledged by experts to be a financially unviable white elephant. Its business case is based on clearly-faulty assumptions and will bring no return or recover the construction costs for the many billions of dollars of public money being wasted. In addition to the approximately \$10 billion of public money being currently squandered by the Commonwealth Government, many extra billions of dollars of funds will be necessary from the Queensland State Government, Local Government Councils, Industries and Financiers and the public for currently unbudgetted costs. Due to the Rail's large widespread negative impacts plus governmental responsibilities and associations, the Commonwealth Government will also be required to contribute further unbudgetted public funds to this wasteful project which no commercial entity has been willing to fund and undertake.

Everald Compton who is a well-known early proponent of a very different Inland Rail states ***“Inland Rail is in the hands of gross political and bureaucratic incompetents who have turned it into an unbelievable farce at huge cost to the nation.”*** He further states in the same article ***“The venture will bankrupt ARTC.”***

Nowhere in the business case are there costs or considerations for mitigation of the serious impacts that the Inland Rail will have on communities, businesses and the environment. Inland Rail's actions at public meetings have been to “shout down” and “close up” discussions on these costs and considerations.

(see <http://mhdsupplychain.com.au/2019/03/29/opinion-inland-railway-politics-of-disaster/>)
Reference #1)

The currently unfunded many-billions of dollars of extra funds will be required for addressing:-

1. imminent large revenue shortfalls that will occur due to crackpot assumptions in the forecast freight levels in the business case. One crackpot assumption is to assume Inland Rail will increase subsidized thermal coal exports along the proposed Inland Rail line to rise from zero to reach 37% of all freight by 2030, and assume that record coal export tonnage will then continue until 2070. This assumed tonnage of coal from 2030 until 2070 is 19.5 million tonnes annually This tonnage is double that approved for the controversial Adani mine and more than double that ever previously exported from SE Queensland and also double the current coal-handling capacity of the Brisbane Port. Inland Rail in email communications to me on 26th November 2019 confirmed that despite the Queensland Government announcement of no coal, and despite knowing the faults with the business case and despite the large impacts and the resultant anger of the communities, Inland Rail is still actively planning to transport these record amounts of coal through the closely populated rural and urban communities of SE Queensland. There are other unproven assumptions in the business case such as:
 - a) the Inland Rail increasing marketshare of the Melbourne to Brisbane Intercity freight from a current 26% to 62%;
 - b) finding an additional 2 million tons of agricultural freight from NSW and the Darling Downs, despite farmers on the Darling Downs suggesting it will be

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

- much easier, faster and cheaper for them to continue using trucks than rail to get their produce to market; and
- c) failure to consider the claims of the Port of Newcastle that it can export products from western inland NSW cheaper than the Port of Brisbane can;
 2. funding, designing, constructing and maintaining the line from Toowoomba to Kagaru (as proposed by an unbudgeted risky Public Private Partnership of initially \$3.55 billion). Inland Rail confirmed by email to me on 26th November that despite knowing the faults and unwanted impacts and risks associated with the Inland Rail, they have not provided this knowledge to potential partners sought for the PPP. If the PPP cannot attract sufficient backers, the Inland Rail cannot be built past Toowoomba. If the PPP fails, the whole construction of the Inland Rail past Toowoomba will fail This provides a real risk that Inland Rail could bankrupt many large and small businesses, as well as potentially being bankrupted itself due to the PPP agreements;
 3. the necessity to complete the unfinished rail line from its currently planned terminus at Acacia Ridge to the Port of Brisbane (the initially estimated minimum cost of \$2.5 billion was left out of the budget to attempt to pass these costs elsewhere);
 4. probable billions of dollars that will be required for both cost over-runs and unbudgeted costs associated with addressing the mitigation of the many severe impacts of the Inland Rail on hundreds of thousands of people in rural and densely populated urban communities.; and
 5. despite the extravagant assumptions of unrealistic revenue, the CEO of the Inland Rail has acknowledged that this unrealistic revenue would not even cover the capital costs of the Inland Rail

A.1. Background Details of “large revenue shortfalls”

Mark Ludlow in the *Australian Financial Review* of 26th March 2019 states ***“The amount of (thermal) coal being exported through the Port of Brisbane is well short of the numbers used in the business case to prop up the Morrison government's \$10 billion Melbourne-to-Brisbane inland railway. The average amount of coal exported from the Port of Brisbane was 7.2 million, according to New Hope Group figures, with the largest amount recorded, of 8.67 million tonnes, in 2012. The {port}.. has a capacity of 10 million tonnes, but the 2015 business case for the inland rail project by former deputy prime minister John Anderson estimated there would need to be 12.9 million tonnes of coal exported through the port by 2024-25, increasing to 19.5 million tonnes a year in 2029-30 (37% of freight) and continuing at that level until 2069-70. If the optimistic coal export numbers are not met, it could undermine the whole business case for the inland rail project”***. See also links <https://www.afr.com/companies/infrastructure/business-case-for-10b-melbourne-to-brisbane-inland-rail-unravelling-20190326-p517li> Reference #2)

The foolishness of basing the Inland Rail business model on assumptions to be able to dramatically increase and transport thermal coal exports through Brisbane to double the previous maximum level is demonstrated by:

- a) ignoring the statement by the Queensland Minister for Transport and Main Road, and the responsible Minister overseeing Inland Rail Issues in Queensland who on Wednesday 20th November 2019 stated “There will be no coal on the Inland Rail line through Algeester”. This destroys Inland Rail’s Business case to transport 19,5 million

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

- tonnes of coal annually through Algester, or any coal at all through Algester (and hence Acacia Ridge);
- b) ignoring the existence of the competing established line which is currently adequately transporting coal to the Port of Brisbane along a different route;
 - c) ignoring world demand for coal has been falling since approximately 2012 (see link <https://www.iea.org/newsroom/energysnapshots/world-total-coal-production-1971-2016.html>) Reference # 3) driven mostly by large increases in renewable energy generation (see link <https://www.iea.org/newsroom/energysnapshots/indexed-electricity-generation-by-fuel-2001--2021.html> Reference #4);
 - d) ignoring the fact that following decreased exports through SE Queensland, the number of smaller coal trains using the currently long-established rail structure elsewhere in Brisbane has fallen from 56 from a large mine in mid-2019 to an expected 24 trains by Christmas 2019;
 - e) ignoring the fact that there are very serious scientific reasons to strongly reduce the use of thermal coal and resultant Greenhouse gas emissions and not plan to try to dramatically increase them as irrationally proposed by Inland Rail in its irrational Business Model (see link <https://www.abc.net.au/news/science/2018-10-08/ipcc-climate-change-report/10348720>) Reference #5)
 - f) a deliberate misleading campaign by the thermal coal industry (typifying the coal deposits of SE Queensland) to confuse the public (including politicians) with the value and benefits of the use of high grade coking coal in order to try to gain political support and unjustified subsidies “.....*deliberately confusing people by combining coking and thermal coal, when they are completely different products offering completely different benefits to Queenslanders*” (see <https://reneweconomy.com.au/why-the-coal-lobby-has-misled-queensland-on-value-of-thermal-coal-34504/>) Reference #6)
 - g) ignoring the tonnage of thermal coal assumed to be transported over the new Inland Rail line is double that of the 10 million tons approved for the controversial Adani project;
 - h) ignoring a failure to identify from which unapproved new coal mines or mine expansions record coal exports come from;
 - i) ignoring from where will the new scarce water supplies necessary for record mine operations come; and
 - j) a failure to identify to whom the record new exports of thermal coal will be sold.

Bernard Keane in Crikey *states* “**Inland rail’s dirty secret**

The inland rail project is based on a sizeable subsidy to (thermal) coal exporters just to get someone to use what its backers even admit is a white elephant.....(thermal) coal exporters will be the big winners, with a substantial subsidy from taxpayers for a project that not merely can’t stand on its merits, but is explicitly designed not to ”.

See <https://www.crikey.com.au/2018/03/20/inland-rails-dirty-secret-subsidised-coal-exports/> Reference #7)

As discussed in the first paragraph of Section A.5 below, Inland Rail has used a non-standard (for Infrastructure Australia) and unsuitable low Discount Rate of 4% instead of the recommended 7% in its already faulty business case. The use of this low discount rate is to artificially produce a high, unrealistic and misleading benefit-cost ratio (of 2.62 in lieu of the 1.02 calculated at 7%. Inland Rail doesn’t even provide any calculations provided by the use of the discount rate of 10% which is provided in standard and honest economic evaluations to

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

provide a range of outcomes (4% as an optimistically low estimate to produce a high benefit to cost ratio, 7% as a standard estimate to produce a standard benefit to cost ratio and 10% as an upper guide to produce a possible low benefit to cost ratio). Thus Inland Rail in its many presentations is very dishonestly informing and deliberately confusing the public, the politicians, industry and sought investors by fraudulently claiming that the Inland Rail will produce a return of \$2.62 dollars for every dollar spent, and there will be a public benefit of \$16 billion for spending \$10 billion when it knows that these estimates are lies and misleading.

A.2. Background Details of “unbudgeted risky Public Private Partnership of initially \$3.55 billion”

To attempt to fund and construct the currently unbudgeted and unplanned huge task of trying to construct the new line from Toowoomba to Acacia Ridge, the Inland Rail is seeking extra funds and assistance via “ *an availability (\$3.55 billion) PPP(Public Private Partnership) involving the construction of 126km of the Inland Rail project - between Gowrie near Toowoomba to Kagaru about 60km south of Brisbane - and operating and maintaining it for 25 years.....The expression of interest documents say the ARTC will “most likely” make a capital contribution of 50% of the upfront cost of work during the development and construction phase. The government's contributions will be available once "the majority" of senior debt is drawn down and 100% of equity is contributed or committed*”. See link <https://www.inframationnews.com/public/highlights/3560776/third-group-forming-for-inland-rail-ppp.shtml?id=L1FMMENraDVFVldhNHNsUHIzWXIzRE9UMTNLL0h3Mk8ydEIM> Reference #8)

“In total the Toowoomba to Kagaru sections (of the PPP) will include (the funding, planning, design, construction and maintenance of):

- *circa 130 kilometres of new dual gauge track;almost nine kilometres of tunnels, including a 6.5 kilometre tunnel of 10 metres diameter through the Toowoomba Ranges which will be the largest diesel train tunnel in the Southern Hemisphere;*
- *25 level crossings and 10 road-over-rail separations;*
- *21 viaducts totalling 5.7 kilometres in length;*
- *37 river bridges, including 20 totalling one kilometre between Helidon and Calvert; and*
- *11 crossing loops”.*

<https://infrastructurepipeline.org/project/inland-rail---toowoomba-to-kagaru-sections-ppp/>
Reference #9)

Inland Rail has provided little detail of this unbudgetted major expensive partnership. It is relying on various potential industrial and financial institutions joining various consortia to provide to Inland Rail their interpretations of the feasibility, planning , design, construction and maintenance and associated costs of this gigantic project.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Inland Rail has been deceptive and has not informed the potential industrial and financial institutions considering the PPP of major concerns, impacts and risks associated with the Inland Rail knowledge of

- a) the published concerns of the business case of Inland Rail ;
- b) that Inland Rail business case rests on the very risky assumption of exporting record amounts of thermal coal from SE Queensland which are double that of the controversial Adani mine and more than double that previously ever exported from SE Queensland and continuing this export tonnage to 2070;
- c) serious scientific concerns of thermal coal ;
- d) very clearly expressed objectives of the Queensland Government that it does not wish to see coal on the Inland Rail route expressly Kagaru to Acacia Ridge and Bromelton (expressed again very clearly by Minister Bailey on the ABC radio on last Wednesday 20th November 2019 when he stated clearly that coal would not be allowed on the line); and
- e) very clearly expressed concerns of the local communities that they do not want coal transported through their communities

This deceptiveness (confirmed in personal communication to me from Inland Rail 26th November 2019) only further increases the risks for the secretive PPP with increased probability of failure.

There is no backup strategy announced for the possible failure of the PPP which would lead to failure of the Inland Rail itself unless there is more “tricky” public money supplied by the government in the form of extra funding, government bailouts or government guarantees..

Note:- ***“A participant in one of the three competing consortia for the Inland Rail PPP has recently withdrawn, IJGlobal has learnt, as the bidders are still awaiting the launch of the final round of the procurement.....”***

See <https://ijglobal.com/articles/142643/company-withdraws-from-inland-rail-ppp-procurement>

) Reference #10)

A.3. Background Details of “the unfinished rail line”

The Inland Rail is planned and budgeted to end at Acacia Ridge, which is a long way from the Port of Brisbane. The Business Case states ***“Supplementary analysis of a dedicated freight line extension from the existing interstate line in Brisbane to the Port of Brisbane identified two potential options, with the lowest cost option estimated to cost around \$2.5 billion (P50, \$2015, excluding escalation).”***

Mark Ludlow in The Australian Financial Review of 19th May 2017 ***states “The final stretch from Acacia Ridge to Brisbane would have cost another \$2.5 billion but was left off the table, possibly to keep the cost of the project down.....
..... Inland Rail without a port connection will be less appealing to any PPP case, but with it a PPP would be a more attractive proposition to market.”***

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The project requires third parties to be convinced to invest money, time and expertise into solving major problems for a very costly and problematic section (Toowoomba to Kagaru), in the knowledge that the line will even then be incomplete because at least another \$2.5 billion will be required to finish the line at the Port of Brisbane. See link <https://www.afr.com/news/politics/need-to-solve-inland-rails-missing-link-says-port-of-brisbane-20170518-gw7ihj>) Reference #11)

As discussed in Section H of this submission, there will be significant unbudgetted costs associated with very large impacts of congestion, reduced air quality, noise and road upkeep associated with the large numbers of additional truck movements required for transshipping Inland Rail goods from and to the terminal at Acacia Ridge, on already congested roads. Inland Rail have consistently refused to reveal their estimations of truck numbers or impacts. Their literature suggests 45 trains per day each capable of transporting 110 B Doubles of freight and this (without any advice from Inland Rail to the contrary) indicates that there could be a maximum of additional trucks equivalent to about 5,000 B Doubles per day from fully loaded trains. Even a significant fraction of this increase in trucks will have a major impact on congestion in SE Queensland. It is unfortunate that Inland Rail refuses to discuss this issue, despite multiple requests to do so.

A.4. Background Details of “cost over-runs and unbudgeted costs associated with addressing the mitigation”

Marion Terrill in the Australian Financial Review 21st February 2018 details how even in its faulty Business Model *“Why the Inland Rail project will never add up”*. She states *“There are at least three reasons for doubt.*

For one, cost overruns are more likely and larger on average for large and complex projects; every 10 per cent increase in a project’s size is associated with a 6 per cent higher chance of an overrun. Not only that, but there appears to be insufficient provision for ‘worst case’ cost outcomes. The experience of the past 15 years has shown that the difference between the median, or ‘P50’ cost, and the ‘worst case’ or ‘P90’ cost is 26 per cent, but Inland Rail has provision for only 8 per cent above the median for ‘worst case’ costs.

Last year’s budget papers themselves have a section on the risks of Inland Rail, pointing out that “this project is sensitive to increases in project cost and lower revenues from users, which could decrease the returns on the government’s investment in the project.....

A new Grattan Institute report to be published next week finds that 7 per cent is too high for most transport infrastructure projects, but in fact Inland Rail is a rare exception where the current 7 per cent is about right (despite Inland Rail using a deceptively low non-

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standard discount rate of only 4% to artificially bolster the claimed financial benefits in its business case). *That's because demand for freight rail is likely to ebb and flow with the state of the economy much more than the demand for urban freeways and public transport, where the great majority of people will keep on travelling to work and school and buying transported goods even in a recession.*" See link <https://www.afr.com/opinion/why-the-inland-rail-project-will-never-add-up-20180221-h0wf9m> Reference #12)

A.5. Background Details of “CEO of the Inland Rail has acknowledged that this unrealistic revenue would not even cover the capital costs of the Inland Rail”

Inland Rail in its business case has assumed a Discount Rate of 4% instead of the 7% standard used by Infrastructure Australia and as recommended by the Grattan Institute in Section A.4 above. The use of this low discount rate is to artificially produce high, unrealistic and misleading benefit-cost (of 2.62 in lieu of the low 1.02 calculated at 7%). This higher return of 2.62 is promoted by Inland Rail in its many discussions and articles of misinformation intended to bamboozle the public.

Ben Packham in the Australian 20th February 2018 *states “Amid warnings the project could be a “white elephant” because it fails to connect with the Port of Brisbane, ARTC boss John Fullerton said from a commercial perspective, the rail line would not claw back its construction costs..... “From a strict ARTC point of view, no, the revenues that flow to us wouldn't cover the full capital costs and provide a return,” he told parliament's public accounts and audit committee on Friday*”. See link <https://www.theaustralian.com.au/nation/politics/joyces-inland-rail-project-wont-cover-its-costs-operators-admit/news-story/15574c808b9cd1622d19984fc776cd2c> Reference #13

Jacob Greber in the Australian Financial Review 20th February 2018 *states “Mr Fullerton told a parliamentary committee last week that revenues from customers on the future freight route won't be enough to cover its construction cost..... “From a strict ARTC point of view, no, the revenues that flow to us wouldn't cover the full capital cost and provide a return,” he said*”. See link <https://www.afr.com/policy/economy/barnaby-joyces-inland-rail-revenues-wont-cover-capital-cost-artc-ceo-says-20180219-h0wbvw> Reference #14)

There are little or no acknowledgements of the significant impacts and therefore presumably little or no funds allocated for mitigation of (or compensation for) the massive impacts that the project will have on the hundreds of thousands of people and the environment in the SE Queensland communities. In the few public meetings with the impacted communities, Inland Rail has concentrated on shutting down discussions on its significant impacts and concentrating instead on providing misinformation and whitewashing (such as producing glossy brochures excluding all references to coal and all references to known impacts of the Inland Rail itself). It has not considered or budgetted for any alternative destination than Acacia Ridge where the impacts will be devastating (see Section H of this Submission “Other Related Matters”).

Inland Rail has stubbornly failed to consider or evaluate any alternative to the termination of the Rail at Acacia Ridge although this would save many billions of dollars in costs and

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impacts, and would reduce high business risks associated with the project. This demonstrates that saving billions of dollars in both public money and sought private money and the reduction of high business risks are not any priority of the Inland Rail management.

B. ROUTE PLANNING AND SELECTION PROCESSES

There is no rational planning for the route selection provided by ARTC. ARTC has adopted an unjustified guiding "express plan" by ARTC to transport goods from Melbourne to the Acacia Ridge terminus in under 24 hours. This very costly and unrealistic "express plan" can only be done with minimal stops on the way to handle freight. It has chosen the planning and selection of its routes based on the premises of speed (not freight) and its public fixation of grandiosity in spending many billions of dollars of public money and having "big" construction ambitions. This is demonstrated by its focuses in its Key Facts information articles (e.g. Fact 4. *Largest diameter (10 metres) diesel freight tunnel in the Southern Hemisphere ... As part of the Gowrie to Helidon project in Queensland, a new 6.38km tunnel will be built through the steep terrain of the Toowoomba Range, making it the largest diameter diesel freight tunnel in the Southern Hemisphere.*").

Those key facts are written in cultural praising "grandiose is good" type style. Nowhere in these Facts, or anywhere else on their substantial web pages or in their dealings with the public and known dealings with industry (and I assume governments) do they refer to their risks and negative impacts. My comments on each those often incorrect and misleading claims in the Key Facts are inserted into the copy of the referenced article #15 in the Attachment to this Submission. This has been done because of the errors in the claims (See link <https://inlandrail.artc.com.au/keyfacts> Reference # 15)

Inland Rail plans and its routes in the currently proposed form, will have devastating outcomes on hundreds of thousands of people in our heavily populated rural and urban areas of SE Queensland. There is no justification or benefit on any basis (other than doubtful benefits for the coal industry) in its current route selection to Acacia Ridge. None of the communities in SE Queensland will benefit from the speeding of long double-stacked container freight trains (45 per day) and long coal trains (87 per week) through our densely populated areas, in many cases only metres from established premises as homes and aged-people's care facilities. Inland Rail also plans to build on floodplains and worsen the flood impacts (see links <https://www.railpage.com.au/news/s/angry-farmers-vow-to-fight-10b-inland-rail-project> Reference # #16) and bisect productive farms and take productive farms and prime agricultural land out of production (see link <https://www.smh.com.au/national/the-great-train-robbery-why-farmers-are-fighting-the-inland-rail-route-20181121-p50hef.html> Reference #17).

The Rail has been described by many farmers as not being of any benefit to the Darling Downs, and the decision making around the selection of the route has been shrouded in

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secrecy (see link <https://www.theguardian.com/australia-news/2019/apr/23/labor-inland-rail-inquiry-gives-regional-voters-a-clear-difference-farmers-say> Reference #18).

C. CONNECTIONS WITH OTHER FREIGHT INFRASTRUCTURE, INCLUDING PORTS AND INTERMODAL HUBS

The Queensland Government announced on ABC Radio on 20th November 2019 that it would not allow transport of coal on the densely populated suburban section of the Inland Rail from Kagaru to Acacia Ridge and Bromelton. This would subsequently destroy the business case of Inland Rail which has been based on the export of record levels of coal (37% of its freight by 2030) along this section of line. This would in turn mean that Acacia Ridge will not be a terminus for Inland Rail as has been planned by Inland Rail.

1. The Port of Newcastle is a much better terminus for the Inland Rail than Acacia Ridge for many reasons. It is already:-

- a) in a favoured position by the banning of coal to Acacia Ridge by the Queensland Government. Inland Rail has based its business case on transporting record amounts of coal through Acacia Ridge;
- b) connected to all the freight infrastructure required for Inland Rail;
- c) an export port;
- d) not requiring additionally unbudgetted capital construction costs of well in excess of \$6.05 billion dollars in addition to the many billions of costs budgetted for other Queensland Inland Rail works; and
- e) not requiring planning and actions by Inland Rail to wreak huge damage on the local communities and environment across much of Queensland..

2. Acacia Ridge in contrast is a much worse and unsuitable terminus than the Port of Newcastle for many reasons. It is:

- a) unable to be used as a terminus by the Inland Rail due to the banning of coal by the Queensland Government from Kagaru to Acacia Ridge;
- b) not connected to any of the freight infrastructure required for Inland Rail;
- c) not an export port;
- d) requiring additional unbudgetted capital construction costs of well in excess of \$6.05 billion dollars in addition to the many billions of costs budgetted for other Queensland Inland Rail works; and
- e) requiring planning and actions by Inland Rail to wreak huge damage on the local communities and environment across much of the state.

3. There are a number of other options for a terminus which are more suitable than the absolutely crackpot idea of the selection of Acacia Ridge as the planned terminus.

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4. The following quotation was received from the Commercial Manager of the Port of Newcastle:-

Start of Quotation:

“Where Newcastle would provide a realistic benefit / improvement is as the export route for Inland Rail and other domestic cargoes as it is already connected to the route as per below description. This would potentially fill any export needs with an existing export route via Port of Newcastle rather than needing development of additional infrastructure beyond Acacia Ridge to any other export port.

“Directly connected to Inland Rail

The Port of Newcastle will be connected to the Inland Rail from day one with direct links intersecting existing the ARTC Hunter Valley rail network at Narromine and Narrabri. When the section of Inland Rail is completed between Narrabri and Moree, the rail route will be capable of providing optimal loading capacity of 25 TAL (100 tonne payload per wagon) for containerised cargo all the way from Moree to the Port of Newcastle. Inland rail will provides Port of Newcastle with a significantly extended catchment area along the Inland Rail route broadening contestable areas with both Port Botany and Port of Brisbane and provide Port of Newcastle with greater connectivity to intermodal hubs being developed or planned at Parkes, Narromine, Narrabri and Moree. “

The wording above, would be applicable to any of the other intermodals being developed on the route – Toowoomba, Acacia Ridge etc - so the same would apply if the Inland Rail route did end at an alternative point. Export cargoes could move via existing rail infrastructure to Port of Newcastle rather than extending the Inland Rail route with new infrastructure to an alternative export point.”

End of Quotation

5. The additional unbudgetted costs necessary to provide Acacia Ridge as the terminus for the Inland Rail include:

- a) the already identified minimum of \$6.05 billion capital construction costs alone (addressing the PPP Toowoomba to Kagaru of \$3.55 billion minimum and Acacia Ridge to Port of Brisbane minimum of \$2.5 billion);
- b) additional costs due to probable cost blowouts in these very complicated and risky issues;
- c) possible cost blowouts associated with building the costly Rail on the Condamine floodplains to Toowoomba (the Queensland Government and communities have already stated their serious concerns with this section of rail;);
- d) possible cost blowouts on the works required in the densely populated suburban areas Kagaru to Acacia Ridge and Bromelton. The Queensland Government and the communities have expressed serious concerns about this section of rail, and the Queensland Government has announced there will be no coal on this section, further undermining the whole business case of the Inland Rail and its presence on this line.
- e) the negative impacts of using Acacia Ridge as a terminus on the existing freight infrastructure and services and existing passenger infrastructure and on SE

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Queensland communities which will be immense and all of these have been ignored by the Inland Rail in its budgets, planning and operations;

- f) the damages to existing established businesses it seeks to hurt by using its subsidized services in competition to these businesses;
- g) the operation of the Inland Rail where in Queensland it is planning to operate independently of existing road and rail infrastructure and operations (freight and passenger). This lack of co-ordination will naturally lead to inefficiencies and lack of optimisation of resources and potentially large costs.

6. There are huge costs, risks and impacts with all sections of the Inland Rail in Queensland. These costs, risks and impacts can all be removed if the Inland Rail does not come to Queensland. Instead Inland Rail can focus its activities in New South Wales and Victoria where it can concentrate on maximizing its benefits and minimising costs and impacts by using the Port of Newcastle with its existing infrastructure.

7. ARTC suggests that each train can carry the equivalent of 110 B Double trucks but it will not divulge how many B Double trucks it expects will be required to tranship the goods from the 45 trains per day they are planning to unload at Acacia Ridge. Simple maths on "full trains" would suggest this requirement could be up to approximately 5,000 B Doubles maximum per day, but ARTC will not provide any numbers. Amazingly ARTC has stated that it does not know and it has not carried out any investigation into this matter, indicating that it really simply does not care. Our roads in SE Queensland are already extremely heavily congested and cannot cope with any significant fraction of that additional traffic – (see link <https://www.brisbanetimes.com.au/national/queensland/drivers-struggle-to-hit-30km-h-on-brisbane-s-most-congested-roads-20180320-p4z5cd.html> Reference#19).

8. There is no suitable rail connection between Acacia Ridge and the Port of Brisbane to handle exports or imports. Please see link https://www.infrastructure.gov.au/transport/freight/freight-supply-chain-submissions/Port_of_Brisbane_Pty_Ltd.pdf Reference #20) which states *"The current Inland Rail project planning stops at the southern entry to Acacia Ridge. Planning for the rail link from Acacia Ridge to the port has yet to arrive at a definitive future-proofing to meet the future rail freight traffic demand. The existing route provides for dual gauge, but shares track sections with the Brisbane Citytrain passenger services, has infrastructure limitations (train length and height clearances), and is capacity constrained. It is subject to the priorities of the passenger network operation, with freight curfews during the weekday AM and PM passenger peaks, and a track maintenance and asset renewals closure regime optimised to suit passenger operations. This includes night time closures and extended week-end shutdowns to undergo programmed maintenance and asset renewal activities. It also includes a number of level crossings, including the high volume crossings at Cavendish Road and Kianawah Road."* . See also The Australian Financial Review article <https://www.afr.com/news/politics/need-to-solve-inland-rails-missing-link-says-port-of-brisbane-20170518-gw7ihj> Reference #11 stating **" The final stretch from Acacia Ridge to Brisbane (Port rail link) would have cost another \$2.5 billion but was left off the table, possibly to keep the cost of the project down."** Inland Rail has not budgetted for

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this cost and openly expects others to pay this cost.

D. ENGAGEMENT ON ROUTE ALIGNMENT, PROCUREMENT AND EMPLOYMENT

The engagement of Inland Rail with the communities and businesses on all issues associated with the Inland Rail has been totally unsatisfactory. Inland Rail has been dishonest and unreliable. By consistently providing false misinformation in the hope of gaining status and approvals and as yet unbudgetted funds of at least \$6.05 billion, its actions could be described by some people as being fraudulent. This has been demonstrated by:-

1. widespread dissatisfaction and lack of consultation on the impacts and route of the line itself through many communities (see the links in Section B). Many people in the communities have described the public consultation processes a farce, as reported on the ABC News see <https://www.abc.net.au/news/2017-09-21/inland-rail-consultation-process-a-farce-floodplain-farmers-say/8967414> Reference #21)
2. the dishonouring of an important agreement which the Inland Rail had agreed with the Queensland Government and community members whereby public meetings. This agreement— see https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/e174b20e7ae61c0924f0f8470452596b121cafc7/documents/attachments/000/083/077/original/QLD_K2ARB_CCC_Charter.pdf?1550029062 Reference #22) was for meetings to be held every 3 months with the Community Consultative Committee (CCC) and the community to provide essential liaison and interactions. It provided a written Charter to confirm this. However after only three (3) meetings for our section of the Rail Line Kagaru to Acacia Ridge and Bromelton, Inland Rail has attempted to cancel the fourth planned meeting and then unilaterally cancelled the fifth meeting agreed for 4th November 2019. The attempted cancellation and actual cancellation of the last two meetings were clearly intended to prevent the presentation and discussion of independent and actually relevant information within members of the communities;
3. refusal to address or answer many simple questions relating to the concerns of community members. For example it has refused to answer or address 59 of a total of 72 simple questions I provided in February 2019 of genuine community concerns, and has not answered adequately many other questions submitted to it;
4. spending many millions of dollars on public information and public appearances providing information that is deliberately wrong and misleading while simultaneously refusing to acknowledge or address very serious issues and risks);
5. refusal to provide any assistance (even on its own web page) to provide independent communication of relevant issues and facts between members of the communities (this is consistent with its desire to shut down the last two (2) planned public meetings precisely to stifle this public communication;
6. confirmation by email to me that (as per my understanding) it had not conveyed vital information to members of consortia who had expressed interest in the PPP sought to provide at least \$3.55 billion necessary for building the section of track Toowoomba to Kagaru. The vital information for risk assessment included Inland Rail's knowledge of :

- a) the published concerns of the business case of Inland Rail ;

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- b) that Inland Rail business case rests on the very risky assumption of exporting record amounts of thermal coal from SE Queensland which are double that of the controversial Adani mine and more than double that previously ever exported from SE Queensland and continuing this export tonnage to 2070;
 - c) serious scientific concerns of thermal coal ;
 - d) very clearly expressed objectives of the Queensland Government that it does not wish to see coal on the Inland Rail route expressly Kagaru to Acacia Ridge and Bromelton (expressed again very clearly by Minister Bailey on the ABC radio on last Wednesday 20th November 2019) ; and
 - e) very clearly expressed concerns of the local communities that they do not want coal transported through their communities
7. consistently promoting the false ideas of being a major project that is essential and will return huge profits, when it knows that it has used unrealistic assumptions, data and modelling to falsely arrive at those false ideas;
 8. consistently promoting the false ideas of being a major project that is essential and will return huge profits, when it knows that respected experts have published contrary information stating the Inland Rail project is a white elephant;
 9. consistently denying the large negative impacts and business risks that the project will have, and even trying to suppress the distribution of that information;
 10. the existence of a “shock and awe” campaign whereby stakeholders are “shocked and awed” by the sheer immensity of the project such that they feel insignificant and will be bullied to acquiesce to Inland Rail’s crackpot demands;
 11. providing misleading information on many aspects of the project, such as demonstrated in the public information brochure concerning the Kagaru to Acacia Ridge and Bromelton section in which it :
 - a) refers to necessary works as an **“enhancement”** only of the rail;
 - b) states **“all construction work will take place within the existing Sydney to Brisbane rail corridor. ARTC has managed and operated the track since 2004 “**
 - c) does not refer to the extensive works elsewhere to ensure this is not merely an enhancement of the Sydney to Brisbane rail corridor;
 - d) refuses to reveal any of the problems, risks or impacts associated with the rail;
 - e) never once mentions “coal” despite the fact it is actively planning to send record amounts of coal on 87 long coal trains per week along the line, and that coal is a central part of its business case - see link https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/dd5d9ea54c061b57cc9ca2abb24e160e9833c66a/documents/attachments/000/103/652/original/Inland_Rail_K2ARB_newsletter_April_2019.pdf?1555976525 Reference #23)
 12. Neither the existence of the Senate Inquiry into the Management of the Inland Rail nor the concerns of the Queensland Government concerning issues associated with the Inland Rail have been identified or mentioned on any of the very many Inland Rail Web Pages. The existence of these concerns has not been included in any public statement issued by Inland Rail. In fact the unilateral cancellation by Inland Rail of the last scheduled public CCC meeting appeared to have been triggered by Inland Rail not wishing to discuss these concerns, and prevent the public being alerted to the concerns of the Queensland Government and of the Senate. This is further evidence of

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the focused and deceitful actions of Inland Rail to suppress public information of concerns associated with the Inland Rail;

(see <http://statements.qld.gov.au/Statement/2019/8/21/queensland-inland-rail-deal-can-be-done-with-fairer-funding>) Reference #24)

13. Inland Rail itself is operating on a business as usual basis and ignoring the concerns of the Senate and the Queensland Government and the communities;
14. in issues of procurement, while the Inland Rail is seeking extensive assistance from industry and financial institutions to help with construction and unbudgeted tasks, it has shown dishonesty in alerting both industry and financial institutions of the problems and risks associated with its project which then increases the risks that the project will fail because of failure for all parties to plan and budget accordingly;
15. in issues of employment, because Inland Rail has acted dishonestly with respect to all stakeholders, it cannot be expected to act honestly with its employees, or offer them sustainable long-term employment.

E. URBAN AND REGIONAL ECONOMIC DEVELOPMENT OPPORTUNITIES

Apart from those who may be able to get their hands on some of the public money which could be much better spent on quality projects improving what is already in place (see link <https://www.afr.com/policy/economy/barnaby-joyces-inland-rail-splurge-better-spent-elsewhere-20180222-h0wia1> Reference #25) , there will be no opportunities for urban or regional economic development opportunities in SE Queensland. In fact, the presence of the Inland Rail in SE Queensland will seriously decrease urban and regional economic development opportunities because:-

1. the road transport system will be seriously degraded due to increases in road congestion from the possible thousands of extra trucks required daily to tranship goods to and from Acacia Ridge;
2. the rail passenger network and the existing rail freight networks handling the existing freight throughout the region will be seriously impacted by the congestion and priorities of the Inland Rail which is being planned independently of the existing passenger and existing rail freight networks;
3. the huge amounts of public money (billions of dollars) being devoted to Inland Rail has been proven to be better spent on better projects identified by both the Federal and Queensland State Departments relevant to Infrastructure. Infrastructure Australia has already identified and listed 37 "High Priority Projects and Initiatives" across Australia as being of a higher priority than the Inland Rail, and it has listed an additional 48 of the lower "Priority Projects and Initiatives" as being more urgent in the "Near term" time scale than the Inland Rail which is listed as only a "Priority Medium term" project. This would indicate that there are probably at least 85 Infrastructure projects across Australia that are of higher priority or more urgent than the Inland Rail in its present form as being promoted by Inland Rail to terminate at Acacia Ridge - see link https://www.infrastructureaustralia.gov.au/sites/default/files/2019-07/ia18-4005_priority_list_2019_acc_h_0.pdf). Reference 26)The Queensland

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Government has also acknowledged the serious problems with Inland Rail on both the urban and rural communities directly caused by Inland Rail that will further restrict economic development opportunities in Queensland -

see <http://statements.qld.gov.au/Statement/2019/8/21/queensland-inland-rail-deal-can-be-done-with-fairer-funding> ; Reference #24)

4. note the lack of regional economic opportunities that will arise in rural Queensland from the Inland Rail, because as stated and repeated by many farmers in SE Queensland, it is much easier, cheaper and faster to transport their goods directly from the farms to their relatively close destinations in Brisbane by trucks rather than the multiple handling and costs associated with:
 - a) loading goods at the farm onto a truck,
 - b) transporting the goods by truck to a suitable Inland Rail Station,
 - c) unloading the goods from the truck at the suitable Inland Rail Station,
 - d) possibly temporarily storing and then loading the goods onto a train carriage,
 - e) shunting of the train and carriage;
 - f) transporting the good by rail on the train to a suitable receiving Inland Rail Station/depot as Acacia Ridge,
 - g) unloading the goods from the Rail at this suitable receiving Inland Rail Station/depot,
 - h) possibly temporarily storing and then loading the goods onto a truck,
 - i) transporting the goods by truck to the destination to complete the delivery.
5. the multiple handling described in the dot point above and subsequent lack of regional economic opportunities from the Inland Rail in SE Queensland are emphasized in the submission by Mr Rob Rich of Dry Creek near Toowoomba to the Senate Inquiry - see link https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/InlandRail/Submissions Reference #27

F. COLLABORATION BETWEEN GOVERNMENTS

As mentioned throughout, because it is a very important consideration to any review of the Inland Rail project, the Queensland Government has stated that there will be no coal carried on the rail between the heavily populated suburban areas Kagaru to Acacia Ridge. This has major ramifications for the Inland Rail and will force a review of its already dishonest business case and future plans.

Both the State Governments of New South Wales and of Victoria have signed up to an Intergovernmental Agreement with the Commonwealth Government to allow studies to be undertaken and for the Inland Rail to proceed in those two states. However due to the huge problems, huge impacts and huge unbudgetted costs of many billions of dollars associated with the Inland Rail in SE Queensland, the Queensland Government has delayed signing this Agreement, stating that these huge issues have to be addressed. The Inland Rail has not discussed how they will address this issues and has stated in an email to me this week that they are disregarding the Queensland Government's concerns and still planning to transport coal along the route Kagaru to Acacia Ridge. As the Queensland Government owns this

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corridor on lease to Inland Rail, it is quite confrontational for Inland Rail to disregard the wishes of the Queensland Government and also the wishes of the communities. The Deputy Prime Minister has been threatening to build the Inland Rail as planned to Acacia Ridge, despite the Queensland Government's delay in signing an open Intergovernmental Agreement - see link <https://www.queenslandcountrylife.com.au/story/6014553/inland-rail-will-be-built-despite-qld-still-holding-back/> . Reference #28)

Action by the Federal Government and Inland Rail to ignore the wishes of the Queensland Government and the wishes and welfare of the SE Queensland people will be a disaster for collaboration between governments now and into the future.

There are also major concerns of local governments and the conflicts with their planning operations and the Inland Rail's plans to put a major freight with coal train route through both the existing residential areas and planned future major residential areas.

There is an excellent solution to solve the impasse and enhance collaboration between governments if the decision was taken immediately by Inland Rail to terminate at the Port of Newcastle instead of Acacia Ridge. This should be to the satisfaction of all governments (NSW, Victoria, Queensland, Federal) and most Australian taxpayers. The Port of Newcastle is in a much better position to detail the additional advantages of terminating at Newcastle, including my understandings of some of the advantages being:

1. a major saving of many billions of dollars to provide a more efficient Inland Rail Service between New South Wales and Victoria, and excluding Queensland where its disastrous impacts, costs and wastes are not wanted;
2. it is claimed that goods from western NSW can be exported much cheaper through the Port of Newcastle than through Brisbane - see link <https://www.graincentral.com/markets/export/proposed-newcastle-container-terminal-could-save-grain-15-t/> Reference #29)
3. the development of the Port of Newcastle for export is already supported by the National Party of NSW - see link <https://www.farmonline.com.au/story/6254184/newcastle-port-wins-critical-nats-backing/> Reference #30)

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G. INTERACTION WITH NATIONAL FREIGHT AND SUPPLY CHAIN STRATEGY

The current freight line to the port shares the same corridor as a number of Brisbane's metropolitan passenger rail services (the Metro). The potential to maintain and/or grow rail freight using this line is constrained as a result of the increasing frequency of passenger rail services. The result is Australia's poorest performing freight rail share at less than 3% of intermodal freight (see figure 7). Without significant improvements to the existing line and/or the development of a new dedicated freight rail corridor, productivity will decline due to increased road congestion, transport costs will increase and these factors could potentially constrain trade growth through the Port of Brisbane. See link https://www.infrastructure.gov.au/transport/freight/freight-supply-chain-submissions/Port_of_Brisbane_Pty_Ltd.pdf Reference #20)

The Port of Newcastle is the largest port on the east coast, and Australia's third largest port by trade volume. It is well placed to support the predicted doubling of Australian freight over the next 20 years and beyond. The port has the capacity to handle more than 328 million tonnes of trade and more than 10,000 shipping movements per annum – more than double its current trade. This can be delivered via the existing deep water shipping channel and 200 hectares of vacant port land which presents a huge opportunity for state and national economic growth, without major government investment. It is centrally located between Melbourne and Brisbane and in close proximity to the key export area for New South Wales, offering new efficiencies for cargo owners and an opportunity to avoid capital city congestion - see Link https://www.infrastructure.gov.au/transport/freight/freight-supply-chain-submissions/Port_of_Newcastle.pdf Reference #31) .This is in stark contrast to Brisbane which is a smaller port with significant multibillion dollars of additional works required to connect it to an operational Inland Rail terminus planned at Acacia Ridge with major negative impacts across SE Queensland.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

H. OTHER RELATED MATTERS

The previous sections of this Submission have referred to Finance, Route planning, Connections, Engagement, Development opportunities, Collaboration and Logistics. There is a broad overlap between many of these issues. This section deals with many of the other issues that haven't been included in the other sections but have been included here because they are very important to an overall assessment of the Inland Rail.

The important issues include:

1. there are many serious environmental and health issues associated with this Inland Rail proposal throughout SE Queensland and in some parts of NSW. The mere thought that Inland Rail considers it quite OK to run massive freight trains through major flood plains and through densely populated areas within metres of established premises demonstrates the lack of moral accountability of the Inland Rail teams. This lack of morality has been further demonstrated by the actions of the teams in failing to engage honestly and openly with stakeholders, and this has been shown in the discussions in the previous sections. A description frequently used within the communities is "The teams of Inland Rail would sell their own Grandmothers or run trains through their houses". This is not an exaggeration as they are planning to run their massive trains 24 hours a day, 7 days a week right next to people's homes and aged care residences without showing any compassion or regrets. If they cannot be trusted to follow their own written Charter (see Reference #22) on engaging with the public (demonstrated by cancelling meetings), what is the public expected to trust them with;
2. an idea of the closeness of the trains running past peoples' back doors is shown in the Satellite photo of the photo of Reference #32 in the Attachment to this submission. The proposed Inland Rail is the blue line adjacent to the houses and to the west. The "comment" boxes are all from residents expressing their concerns. Inland Rail thinks this is all acceptable;
3. Inland Rail is not prepared to engage in a genuine consultation with the Queensland communities which it is impacting negatively upon. This demonstrates that ARTC itself is fully aware of the misinformation it is providing to the communities and how unreliable everything is that it is saying.
4. The Inland Rail has based its already faulty Business Case on the fact that it claims it being able to find 19.5 million tonnes of thermal coal each year to export. This is double the current capacity of the Brisbane Port to handle coal exports - see https://www.sourcewatch.org/index.php/Existing_coal_export_terminals_in_Australia . Reference #33)
5. From what approved new coal mines with what new essential water supplies required for the coal mines, does Inland Rail expect to find this 19.5 million tonnes of coal for export every year? If there is not this additional coal and additional water, this makes the economics of the Inland Rail (based on 37% of freight of coal by 2030 and such volumes lasting for another 40 years) even more unviable and totally untrustworthy.
6. Due to falling production of coal from a mine on the Darling Downs, there is expected to be a major corresponding drop in train numbers associated with that mine from 56 small trains per week in mid 2019 to approximately 24 trains by Christmas 2019. These trains use long-established lines and infrastructure. The drop in train numbers is

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- further evidence of the unreliability of the business case of Inland Rail to more than double coal exports through Brisbane.
7. Inland Rail has shown dishonesty by basing a major portion of its business case on its assumption of an ability to increase the export of thermal coal from the Darling Downs and Surat through Brisbane, contrary to strong scientific requirements to reduce the use of thermal coal and a falling world demand for thermal coal since 2012 - see links respectively <https://www.abc.net.au/news/science/2018-10-08/ipcc-climate-change-report/10348720> Reference #5) and <https://www.iea.org/newsroom/energynapshots/world-total-coal-production-1971-2016.html> Reference #3)
 8. It is very obvious that ARTC has not looked comprehensively at suitable viable alternatives during their planning, If it had, it would not be in the total mess with unplanned and unbudgetted chaos that it has created and continue to create. For instance, what has it considered concerning the SMEC plan submitted to the Queensland Government by Laurence Springborg when leader of the Queensland Opposition?
 9. If ARTC wants a viable freight line to export material or produce overseas from Brisbane, it would need to end the rail at the Port of Brisbane, not smack bang in the middle of suburban Brisbane at Acacia Ridge. ARTC has neither planned nor budgetted for the multi billion dollar additional feasibility studies, construction, chaos and expenses associated with this. It seriously expects other government agencies and others in the communities to sort and pay for these problems and expenses ARTC have created.
 10. Why is ARTC planning a freight train independent of the needs for passenger rail? In addition the government is considering fast rail. The ARTC planners are totally ignoring the needs for coordination between passenger and freight rail services.
 11. It is clear from community concerns and historical occurrences that ARTC has not understood or even adequately planned for the potentially catastrophic impacts to the communities, farms and infrastructure in the floodplains and areas relevant to the MacIntyre River, the Condamine River and Lockyer Creek at Gatton.
 12. While Inland Rail is busy spruiking the fact that it has its snout in a trough of vast public money that it can spread around some few industries fortunate to get a tender or grant, it is conveniently ignoring the hundreds of thousands of other members of the affected communities that it plans to devastate. These people will get nothing but hardship from the unwanted Inland Rail. For example, the people of Gatton will get nothing out of the project but a lot of dust and noise and disruption of transport on the local roads. They won't even get a passenger rail or freight train service.
 13. What about all the people who will be living along the route? How will they have the noise, dust and extra photochemical smog mitigated? These people don't live in double glazed houses and can't afford air conditioning and air and tank water purifiers, although the ARTC think it is very acceptable for it to to run long freight and coal trains within metres of residents' houses.
 14. How are the people of SE Queensland expected to deal with the probable many thousands of extra trucks (Inland Rail says it can't and won't provide the numbers) on a daily basis required for transshipping the freight to and from Acacia Ridge on the already heavily congested roads.
 15. **Air quality standards for particulates and photochemical smog already at times exceed recommended standards.** One of the main focuses on air quality management in Brisbane has been to reduce diesel emissions from buses and from rail transport. **Contrary to these air quality management plans, Inland Rail plans to**

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introduce very significant diesel emissions from large fleets of extra trains and extra B-Double trucks specifically to worsen air quality throughout Brisbane and neighbouring areas;

16. **Contrary to noise management**, Inland Rail is actively planning to introduce and run very large coal trains, freight trains and trucks all on a 24 hour daily basis through the suburbs, in many cases within metres of established premises;
17. **Contrary to Greenhouse Gas Emission control strategies**, Inland Rail is planning to actively initiate and then subsidize and try to increase the export of coal through Brisbane, such that the increased emission of Greenhouse Gases from the increased export of coal planned by Inland Rail will be equivalent to one-third of the total Greenhouse Gas emissions from Queensland;
18. **Contrary to best practice planning requirements**, Inland Rail is engaging in a series of deceitful and misleading practices with no duty of care for the hundreds of thousands of people it will seriously and locally impact upon. It is acting against the public interests in all matters, and very actively seeks to stifle community reaction to its own impacts and chaos; and
19. **Contrary to economical management**, the building of this Inland Rail is going to place enormous costs of many billions of dollars on the public, the Federal and State Governments, and the Brisbane and Regional Councils.

CONCLUSION

It is critical to consider that the Queensland Government on Wednesday 20th November 2019 made an announcement that there would be no coal on the section of proposed Inland Rail line at Algeria which infers on the Kagaru to Acacia Ridge and Bromelton section. This announcement was made due to concerns of impacts on the densely populated suburbs and urban areas of that section. The already faulty and dishonest Business case is based on 37% of total freight on the Inland Rail by 2030 being record tonnes of coal expected to last another 40 years until 2070. The announcement of the Queensland Government should force a rapid revision of the Business Case and planned actions and route for the future of Inland Rail.

This submission has detailed the many major problems with all facets of the Inland Rail, particularly as they relate to Queensland. It is in Queensland where the major expenses, plus huge unbudgetted additional costs of at least \$6.05 billion have to be found before the rail is built.

Inland Rail has become an uncaring entity devoid of compassion, devoid of environmental care and devoid of financial responsibility. There are serious concerns from many people in the communities, and all of those concerns have been ignored and whitewashed.

A preliminary investigation of selecting the Port of Newcastle as the northern terminus of the Inland Rail has demonstrated many benefits of that selection. These benefits include the saving of probably at least \$10 billion dollars in costs, and the removal of all the major impacts compared to the original objective of coming to Acacia Ridge.

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RECOMMENDATIONS

The following recommendations are made:

4. The Inland Rail Business case must be reviewed immediately, with current works suspended in Queensland;
5. Public Money that would have been spent in Queensland on the Inland Rail should be transferred to the Queensland Government for use on higher priority projects This would greatly benefit the people of Queensland in lieu of the communities having to suffer the devastating impacts that would be otherwise delivered by the Inland Rail; and
6. The Independent Review of the Inland Rail should include the consideration of the Port of Newcastle as the northern terminus of the Inland Rail.

Lloyd Stümer.

BAppSc (Physics), Post Grad Diploma in Meteorology, MSc

Fellow of Royal Meteorological Society

A Member of the Community Consultative Committee,

Inland Rail, Kagaru to Acacia Ridge and Bromelton Section

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

ATTACHMENT

Compilation of Documents Referenced

in

***“Submission for Senate Inquiry into
Management of the Inland Rail project by
the Australian Rail Track Corporation and
the Commonwealth Government”***

(Documents placed in order of Reference Number)

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #1

Copied from

MHD Supply Chain Solutions magazine

<http://mhdsupplychain.com.au/2019/03/29/opinion-inland-railway-politics-of-disaster/>



News

Opinion: Inland railway – politics of disaster



PCM_ADMIN March 29, 2019, 11:03 am

:



[Everald Compton](#)

Back in the days of his prime, Barnaby Joyce announced that the Coalition Government had allocated 9.5 billion dollars for the construction of the Inland Railway.

He had demanded this from Malcolm Turnbull as the price for National Party cooperation at the time of Turnbull's coup to topple Abbott.

Turnbull reluctantly agreed, but insisted that it had to be funded 'off balance sheet', ie, not

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taken from general taxpayer revenue in the next Budget, but funded by loans to be taken out by the Federal Government's own railway company, ARTC (Australian Rail Track Corporation) against its balance sheet. Future revenue would pay back the loans.

This was mentioned only in the fine print of the public announcement. Most voters think it is being funded by regular government grants.

In other words, Barnaby Joyce proceeded with the project without allocating one cent of government funds to it. This means that his in-depth commitment to it has been Nil. It was simply a vote getting stunt.

It still is a very shallow commitment by those who have followed him and it will cause future governments huge pain when, inevitably, they are forced to pick up the large tab.



Based on current planning, it will take a full decade or more to build the railway from Melbourne to Brisbane via Parkes and Toowoomba.

Interest on the ever increasing ARTC loans will rapidly multiply over those years.

Then, it will take another ten years for freight traffic on the railway to generate enough revenue to start repaying the loans, while, in the meantime, huge operating losses will add onto those loans.

The venture will bankrupt ARTC.

The facts are that the Inland Railway can only ever attain viability if it is funded totally without debt and this was known to both Turnbull and Joyce when the deal was done.

Their actions represent one of the most irresponsible decisions in Australian political history and could easily have been avoided.

It has always been possible to run freight trains from Melbourne to North Star, which is north of Moree. All that is needed is to build a 300k standard gauge railway on from there to Toowoomba which can act as a freight hub for the whole of South East Queensland without the track going any further. It can also send airfreight from Toowoomba's International Airport.

All that is needed is three billion dollars in tax payer funding. This would make it possible for

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revenue generating freight trains to run from Melbourne to Toowoomba and return, many years ahead of the current plans.

All of the creation of short cuts and upgrading in NSW could then be progressively implemented in the years ahead with small but regular doses of taxpayer funding annually. 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. But negotiations between the Morrison and Palaszczuk Governments have broken down over the cancellation of promised federal funding for Brisbane's Cross River Rail by Abbott six years ago. It would have been built and operating by now if Abbott had not done this. So, Palaszczuk now makes a fair comment to Morrison: "You restore the Cross River Rail money and we will let the Inland Railway into Queensland."

Who can blame her? But I am sure that Albo will fix it when he becomes Infrastructure Minister in May.

In the meantime, the current Infrastructure Minister, McCormack, is spending 300 million dollars unnecessarily upgrading the rail track from Parkes to Narromine which is in his own electorate. He had earlier announced, at a sod turning ceremony beside a rail track that has been there for 150 years, that it would cost 160 million.

It will not cause even one more freight train to appear on the line to North Star and so it is an utter waste of public funds that will send that massive overdraft soaring higher.

In addition, farmers between Narromine and Narrabri are in uproar over the proposed short cut rail track which is next on McCormack's list for the Inland Railway. Negotiations for resumption of their land have been brutal, so 300 of them abused him mightily at a recent public meeting and there is some evidence that Barnaby, who wants his old job back, helped organise the protest.

There is a similar uproar among the farmers around Millmerran in Queensland. The public relations skills of ARTC are totally missing.

The best that can be said today is that the creation of the **Inland Railway**, a great national development project, **is in the hands of gross political and bureaucratic incompetents who have turned it into an unbelievable farce at huge cost to the nation.**

It must not be destroyed by irresponsible vandalism.

[Everald Compton](#) was a founding director of ATEC Rail Group in 1996 and served as chairman for 18 years. He now serves as a consultant to the company.

[everald comptonInfrastructureinland-railpost-2rail freight](#)

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #2

Copied from

Australian Financial Review

March 26 2019

<https://www.afr.com/companies/infrastructure/business-case-for-10b-melbourne-to-brisbane-inland-rail-unravelling-20190326-p517li>

Business case for inland rail unravelling

Mark Ludlow

Mar 26, 2019 — 5.39pm

Save

Share

The amount of coal being exported through the Port of Brisbane is well short of the numbers used in the business case to prop up the Morrison government's [\\$10 billion Melbourne-to-Brisbane inland railway](#).

[With doubts about the long-term financial viability of the 1700-kilometre project](#), it can be revealed the amount of coal exported through New Hope Group's Queensland Bulk Handling terminal at the Port of Brisbane last year was only 7.2 million tonnes.



The Melbourne-to-Brisbane inland rail will allow freight to be moved between the capital cities in 24 hours. **Supplied**

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The multi-user facility has a capacity of 10 million tonnes, but the 2015 business case for the inland rail project by former deputy prime minister John Anderson estimated there would need to be 12.9 million tonnes of coal exported through the port by 2024-25, increasing to 19.5 million tonnes a year in 2029-30 and continuing at that level until 2069-70.

If the optimistic coal export numbers are not met, it could undermine the whole business case for the inland rail project, which is being funded by a [\\$9.3 billion equity injection from the Commonwealth](#).

The Anderson report into inland rail estimated there would be 24.283 million tonnes moved to and from the Port of Brisbane in 2024-25, increasing to 50.13 million tonnes in 2069-70.

Advertisement

More than half of this amount (12,900) is from coal, with the remainder agricultural products (6.7 million tonnes) and intermodal freight (4.6 million tonnes).

The Anderson business case, which was submitted to Infrastructure Australia, gave the inland railway the green light, but said the Commonwealth would have to fund most, if not all, of the rail link because the private sector would not go near it.

It found the new freight route would deliver a net economic benefit of \$13.9 billion, including lower costs to consumers because of cheaper freight costs to move goods interstate.

[A CSIRO report released last week found the project would deliver transport cost savings of between \\$64 to \\$94 a tonne](#), or \$70 million a year, if freight was moved off the road onto the nation-building infrastructure project.

But the equity injection to the ARTC could cause a fiscal headache for future governments because it will have to be brought back on-budget if the project does not deliver the promised returns.

A Senate estimates hearing in 2017 heard the private sector would expect a rate of return of between 11 per cent and 13 per cent for a greenfields project, while the Australian Rail Track Corporation – which is receiving the government funding – only expected a return of 5 per cent to 5.5 per cent for the inland rail project.



RELATED

[Infrastructure Summit: No need to plug inland rail gap, says Richard Wankmuller](#)

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

The average amount of coal exported from the Port of Brisbane was 7.2 million, according to New Hope Group figures, with the largest amount recorded, of 8.67 million tonnes, in 2012.

A spokeswoman for New Hope Group said the company did not provide estimates on future coal export from the Port of Brisbane, but noted any future expansion was dependent on demand.

"Any future potential expansion of QBH would be driven by demand from coal producers seeking to use the terminal," she said.

Federal Labor's infrastructure spokesman Anthony Albanese said there needed to be greater transparency about the inland rail project.

"When it comes to the expenditure of such a large amount of money as is involved with inland rail, the Morrison government needs to be transparent about the details. To date it hasn't been," Mr Albanese said.

[A future Shorten government would consider an inquiry into the inland railway](#) following unrest from NSW farmers about the route chosen for the landmark project.

There are also questions being raised about the full cost of the \$10 billion inland railway, which in its current version stops at the Queensland border.

An uncosted and complex 126-kilometre section tunnelling through the Toowoomba Ranges is still to go to the market as a public-private partnership.

The federal government has also yet to commit to building the "missing link" 38-kilometre section from Acacia Ridge to the port, which is expected to cost another \$2.5 billion.

ARTC chief executive Richard Wankmuller said the last section of the inland rail project would not have to be filled for two decades due to a lack of demand.

Deputy Prime Minister and Infrastructure Minister Michael McCormack last week said the inland rail project would be a "game-changer" for the freight industry.

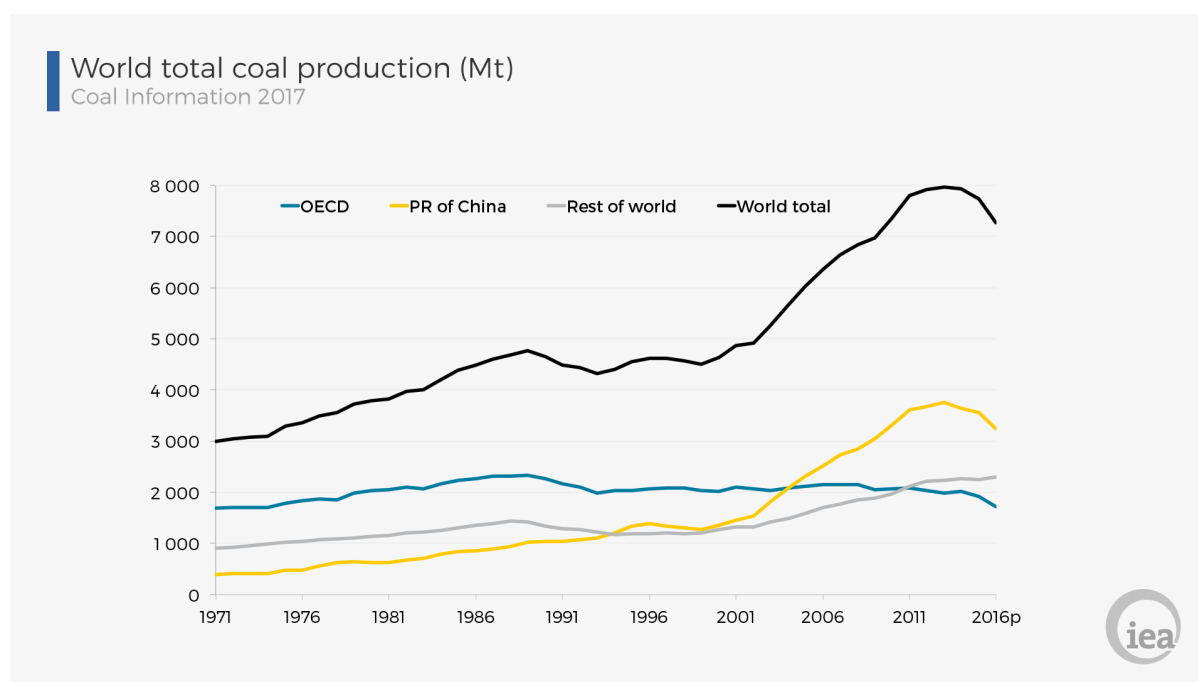
Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #3

Copied from

International Energy Agency Report

<https://www.iea.org/newsroom/energysnapshots/world-total-coal-production-1971-2016.html>



Coal production fell sharply in China in 2016 by around 320 million tonnes or 9% – a fall equal to more than the total production from South Africa, the world’s 5th largest coal exporter. Coal production also fell elsewhere, such as the US and Australia, leading to global output falling by 458 million tonnes.

Source: [Coal Information 2017](#)

8 August 2017

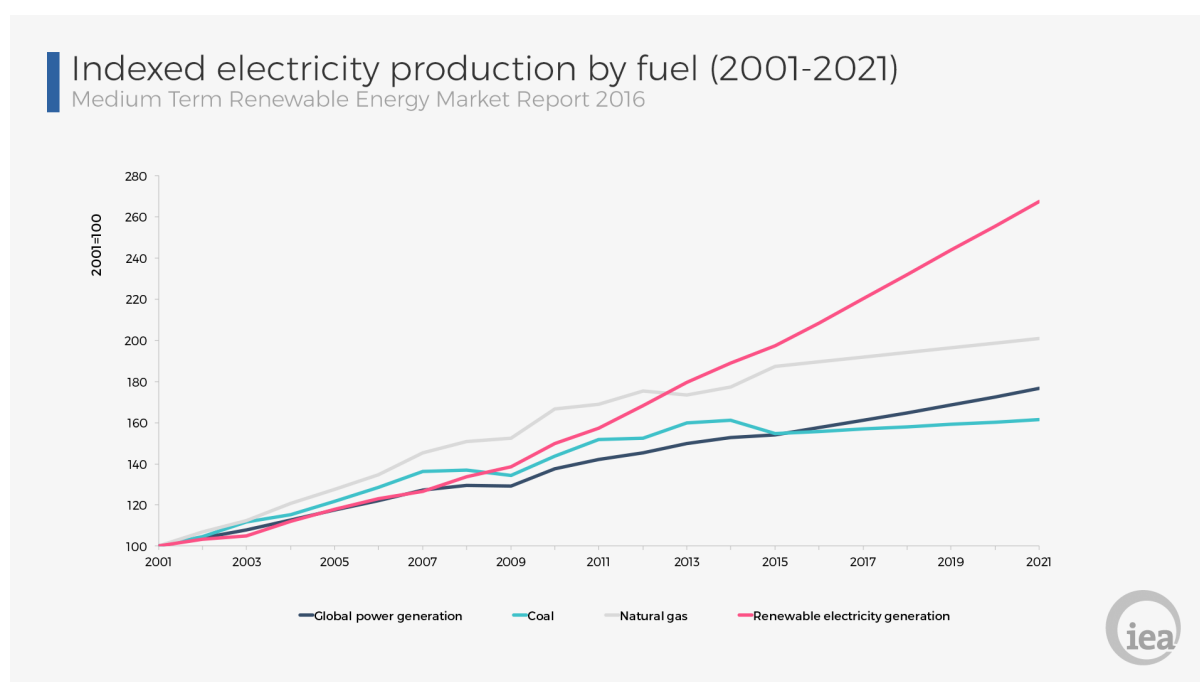
Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #4

Copied from

International Energy Agency Report

<https://www.iea.org/newsroom/energysnapshots/indexed-electricity-generation-by-fuel-2001--2021.html>



In 2015, renewable electricity capacity expanded at its fastest pace to date with 153 GW of new grid-connected capacity becoming operational. Wind power represented over 40% (66 GW) of these additions, followed by solar PV (49 GW) and hydropower (31 GW). Renewable electricity generation is expected to grow by 36% from an estimated 5 660 TWh in 2015 to 7672 TWh in 2021, driven by policies aimed at enhancing energy security and sustainability. The share of renewables in global electricity generation is expected to increase from over 23% in 2015 to 28% in 2021 as renewable power output is anticipated to grow much faster than global power from coal, natural gas and overall electricity generation.

Source: [Medium-Term Renewable Energy Market Report 2016](#)

26 October 2016

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #5

Copied from

ABC Web Page

Summarising the Intergovernmental Panel on Climate Change (IPCC) Report Detailing the Needs to Reduce Thermal Coal Use

<https://www.abc.net.au/news/science/2018-10-08/ipcc-climate-change-report/10348720>

Science

IPCC issues dire climate warning, says coal must go to save Great Barrier Reef

ABC Science

By online environment reporter [Nick Kilvert](#) and national environment, science and technology reporter [Michael Slezak](#)

Updated 8 October 2018 at 11:48 pm



Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Extreme weather events will become more common and severe as temperatures increase.

Australia and the rest of the world must virtually eliminate the use of coal for electricity within 22 years if there is to be a chance to save even some of the Great Barrier Reef, the world's most authoritative climate science body has warned.

Key points:

- Greenhouse gas pollution must reach zero by about 2050 to stop global warming at 1.5C, a report by the UN climate body warns
- At 1.5C coral reefs are expected to decline by a further 70 to 90 per cent, the report says
- Experts say coal power needs to drop to between 0 and 2 per cent of existing usage

In a report authored by more than 90 scientists, and pulling together thousands of pieces of climate research, the UN's Intergovernmental Panel on Climate Change (IPCC) said global emissions of greenhouse gas pollution must reach zero by about 2050 in order to stop global warming at 1.5 degrees Celsius.

At current rates, they said 1.5C would be breached as early as 2040, and 2C would be breached in the 2060s.

If that happens, temperatures over many land regions would increase by double that amount. And at 2C of warming, the authors warn the world would risk hitting "tipping points", setting a course towards uncontrollable temperatures.

With the world already 1C warmer than pre-industrial times, experts said this report, released by the IPCC in Incheon, Korea, was likely our final warning before it becomes impossible to keep warming at 1.5C.

"To limit temperature change to 1.5 degrees we have to strongly reduce carbon dioxide emissions," said report contributor Professor Mark Howden from ANU. "They have to decline about 45 per cent by 2030 and they have to reach zero by 2050.

"We're not on track. We're currently heading for about 3 degrees to 4 degrees of warming by 2100."

1.5C vs 2C: What's the difference?

Coral reefs would be a particular casualty. They are expected to decline by a further 70 to 90 per cent even under 1.5C, but that rises to more than 99 per cent reef loss as temperature rises hit 2C.

In Australia, that means the vast majority of the Great Barrier Reef will undergo significant upheaval or collapse.

Combined with increased ocean acidification due to higher carbon dioxide concentrations, this is expected to heavily affect fish stocks and diversity.

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Meanwhile on land, a rise of 2C would mean three times as much of the earth's terrestrial ecosystems would undergo transformations, compared to a rise of 1.5C, significantly increasing species extinctions.



We'll see an ice-free Arctic every 10 years under 2 degrees of warming.

(UN Photo: Mark Garten)

Then there are the rising waters. Modern humans have never seen an ice-free Arctic, but at 2C that would happen once a decade, compared to once a century at 1.5C.

A 2C rise would also mean an extra 10 centimetres of average sea-level rise by the end of the century, affecting an extra 10 million people.

And while some are inundated, a 2C rise would also double the number of people experiencing water scarcity.

We would be hit with more extreme hot weather events in every part of the world: more floods in most, and more drought in some.

Those extreme events would be "far worse" as temperature increases go beyond 1.5C, according to Will Steffen from ANU's Climate Change Institute.

"Loss of the Amazon forests, melting of the permafrost, loss of ice in West Antarctic and Greenland, they are much riskier at 2 degrees than they are at 1.5," Professor Steffen said.

"They could lead to a tipping cascade where the system will get hotter and hotter even if we bring our emissions down."

Coal use needs to drop to '0 to 2 per cent': expert

In 2015, almost every country agreed to stop global warming at "well below" 2C under the Paris Agreement, and to try to limit it to just 1.5C.

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But 1.5C is a global average, which is dampened by ocean temperatures and doesn't represent regional extremes, according to report contributor Jatin Kala from Murdoch University.

"Even some world leaders seem to think that 1.5 degrees is a small number. 'Why do we care?'" Dr Kala said.

"Warming over the land is at a higher level of magnitude. We care because when the global average is 1.5 degrees warmer, that means that several regions of the world are warming at much higher magnitudes — they'll be a lot warmer than 1.5."



Coal power needs to drop to below 2 per cent of current usage to keep the temperature rise to 1.5 degrees.

(Flickr: UniversityBlogSpot)

To limit warming to 1.5C, there needed to be "deep changes in all aspects of society", according to Professor Howden.

"It does actually require major transformations in many aspects of society and to do those transitions, the next 10 years is critical," he said.

"Electricity will have to be supplied by renewables on a global basis by the tune of about 70 to 85 per cent of electricity supply.

"Coal would have to drop to within 0 and 2 per cent of existing usage, and gas down to about 8 per cent of existing usage, and only if there was carbon dioxide capture and storage associated."

Although renewables like solar and wind are rapidly disrupting energy systems around the world, freight, aviation, shipping and industry are lagging behind in emissions reduction.

LNG processing is contributing significant greenhouse gas emissions and carbon sequestration is "virtually not happening", according to report contributor Peter Newman from Curtin University.

But Professor Newman said there was some movement in the right direction.

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"Electric vehicles are rapidly happening around the world," he said.

"[In Australia], the industrial systems are not good, but the land systems however are a good sign. There has been significant reforestation of the landscape."

'No easy way' to avoid reaching tipping point

There is a limit to the amount of carbon we can pump into the atmosphere, beyond which it becomes impossible to restrict the temperature rise to 1.5C.

Researchers say at current emissions rates, the world will hit that point between 10 and 14 years from now.

Overshooting that mark means that our only option may be to employ "experimental and untested" carbon removal technologies.

These technologies are yet to be proven at scale, and critics say they have been used to fuel "magical thinking".

"There isn't an easy way to do this," said Associate Professor Bronwyn Hayward from the University of Canterbury.

"If we don't make these really difficult, unprecedented cuts now, there's fewer options for sustainable development.

"We'll be forced to rely more on these unproven, risky and potentially socially undesirable forms of carbon removal."

Video expired Tue 8 Oct 2019, 6:58pm AEST

[Officials from the Intergovernmental Panel on Climate Change say limiting global warming is not impossible.](#)

(ABC News)

Minister for the Environment Melissa Price released a statement in response to the report, in which she said the Government was "particularly concerned" about the implications for coral reefs.

"More than ever, this report shows the necessity of the Morrison Government's \$444 million investment in the Great Barrier Reef's management," the Minister said.

"While Australia only contributes about 1 per cent of global emissions, we will deliver on our commitment to reduce emissions by 26 to 28 per cent of 2005 levels by 2030."

Labor has vowed to take back the Government's \$444 million Great Barrier Reef Foundation funding — which was granted without a competitive tender process and without the foundation asking for it — if it wins the next federal election.

Ms Price's statement also said that Australia's emissions intensity is at its lowest level for 28 years. But **according to the Government's own data**, Australia's overall emissions have increased for the third year in a row.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

The Government was criticised for sitting on that data for nearly two months, before releasing it on a Friday afternoon on the eve of football grand finals and a long weekend.

Speaking on 2GB radio before the release of the IPCC report on Monday morning, Prime Minister Scott Morrison repeated previous claims he has made that Australia will meet our emissions reduction target of 26 to 28 per cent "in a canter".

He said that Australia would remain a signatory to the Paris agreement, despite pressure from within his own party to pull Australia out.

"I don't think there's much to be gained from ripping it up, it's not going to affect electricity prices, [Energy Minister] Angus Taylor already told you that."

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #6

Copied from

Renew Economy

Clean Energy News and Analysis

<https://reneweconomy.com.au/why-the-coal-lobby-has-misled-queensland-on-value-of-thermal-coal-34504/>

Clean Energy News and Analysis

Why the coal lobby has misled Queensland on value of thermal coal

[Michael Mazengarb](#) 3 June 2019 [0 Comments](#)



Credit: Bart Bernardes

Australians must avoid falling for the tricks of the coal lobby, which is seeking to conflate the economic contributions of coking coal with thermal coal, a new research report has revealed.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

With the looming approval of the Adani Carmichael coal mine, the coal lobby has been working overtime to spruik a range of claimed economic benefits from the development of a thermal coal mine.

But new analysis from the Institute for Energy Economics and Financial Analysis (IEEFA) shows that the coal industry is deliberately conflating the value of metallurgical coal (used for steel making), with that of thermal coal (used for power generation).

The IEEFA analysis shows that metallurgical (also known as coking coal) generates considerably larger royalties for governments, and accounts for 87% of all royalties received by the Queensland Government, and a substantially larger portion of Queensland export revenues.

“Coking coal contributes 71% of total Queensland export coal volumes, but a much more significant 82% of the value of coal exports.” the report says.

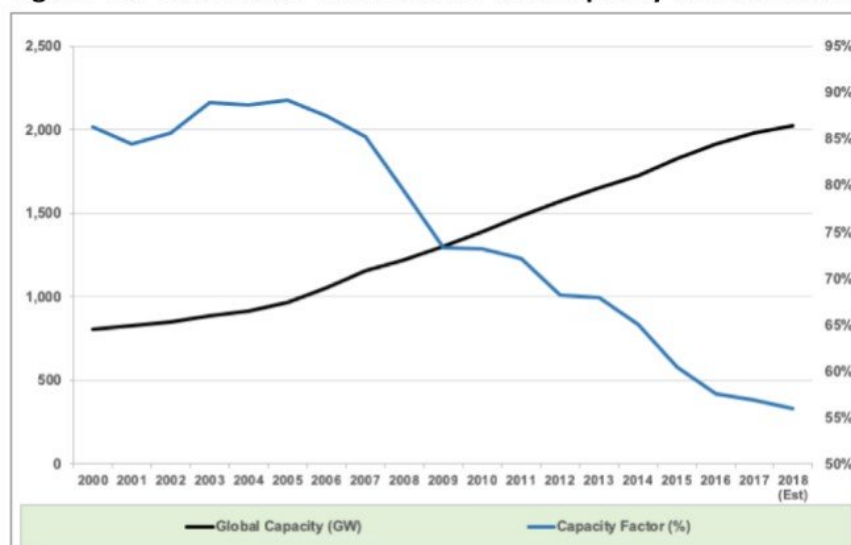
There has been a systemic decline in thermal coal demand since 2014, according to IEEFA, with global coal generation capacity expected to peak in 2020, following “a decade-long over-investment in new coal-fired power generation capacity”, the report says.

Thermal coal faces the dual threat of falling costs of renewable energy technologies and moves by Governments that are beginning to embrace a transition away from coal use for electricity production, in an effort to reduce greenhouse gas emissions.

Britain has [recorded 15 straight days without coal power](#), as supply from lower emissions sources of power have begun to dominate the British electricity market. The IEEFA found that while there has been continued construction of new coal-fired power stations across the globe, actual utilisation of these power stations has declined considerably, reaching a record low in 2018.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Figure 4.3: Global Coal-fired Power Plant Capacity and Utilisation Rate



Source: Global Coal Plant Tracker, BP Statistics, IEEFA estimates & calculations.

“An idle new coal plant does not use any coal; it simply represents a stranded asset” the report noted.

Report author and director of energy finance studies at IEEFA, Tim Buckley, says it is essential that Australia understands the different contributions thermal and coking coal make to the Australian economy, particularly when making policy decisions.

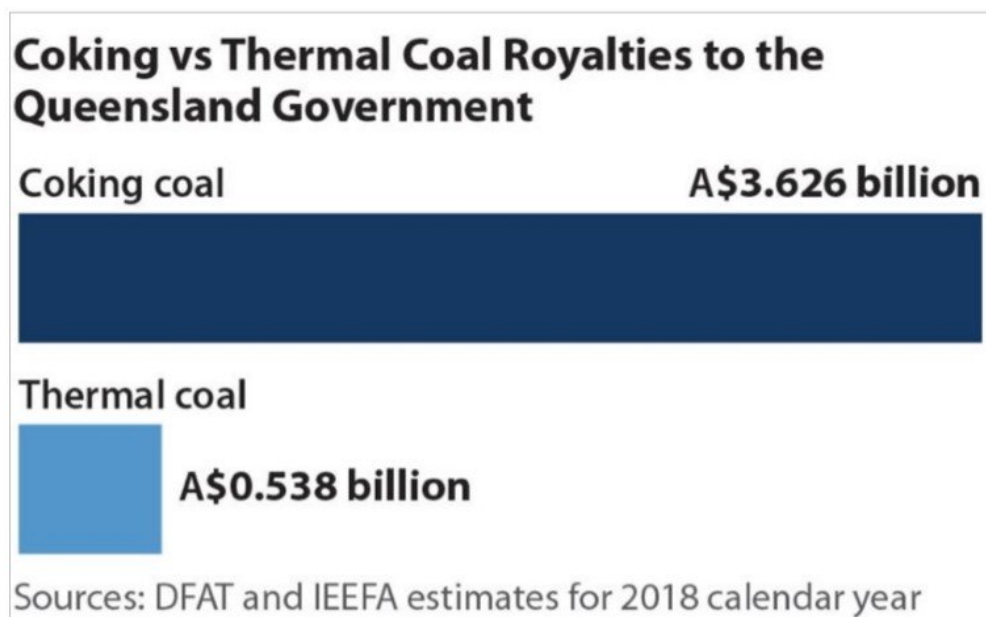
“It’s time to differentiate between structurally challenged thermal coal used for electricity and high value coking coal used in steel manufacturing,” Buckley said.

“Coking coal and thermal coal supply entirely different industries. They have very different volume trajectories going forward and have drastically different values.

“Today, exported coking coal provides a significant 87% of Queensland’s royalties from coal, with just 13% provided by thermal coal.”

“Coking coal is valued by the market at three times as much per tonne as Queensland’s thermal coal, and boosted by the progressive royalty rates already in place, coking coal pays four times the royalties of thermal coal per tonne.”

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:



IEEFA picked out the Adani Carmichael mine as a thermal coal mine that will deliver marginal benefits to the Queensland economy.

“The Federal Resources Minister Matt Canavan, the Queensland Resources Council, and Adani are deliberately confusing people by combining coking and thermal coal, when they are completely different products offering completely different benefits to Queenslanders.” Buckley added.

“The people of Queensland need to know the truth when their government is being pressured to make a decision about approving Adani’s proposed high ash, low energy thermal coal mine for so little return to the State.”

Adani has [received approval for one of its last environmental management plans](#), for the black-throated finch, in a review process researchers have labelled as “unscientific”.

An additional ground water management plan requires sign off from the Queensland Government, with construction of the controversial mine expected to commence shortly afterwards.

The mine is expected to supply thermal coal for electricity generation in power stations located in India, [despite continued warnings](#) about falling Indian demand for thermal coal.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:



[Michael Mazengarb](#)

Michael Mazengarb is a journalist with RenewEconomy, based in Sydney. Before joining RenewEconomy, Michael worked in the renewable energy sector for more than a decade.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #7

Copied from

Crikey.com.au

20th March 2018

Inland rail's dirty secret

The inland rail project is based on a sizeable subsidy to coal exporters just to get someone to use what its backers even admit is a white elephant.

[BERNARD KEANE](#)

MAR 20, 2018



Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

As the federal government pushes forward with Barnaby Joyce's white elephant political legacy of a \$10 billion inland rail line, overlooked is the extent to which subsidised coal exports will play a key role in the finances of the project.

Despite using optimistic demand scenarios, the government has been unable to conjure a business case for the inland rail line, which will ostensibly connect Melbourne and Brisbane via central New South Wales, albeit stopping at Acacia Ridge in outer Brisbane, with a connection to the Port of Brisbane not slated until the 2040s. According to the [business case](#) prepared in 2015 by rail infrastructure owner Australian Rail Track Corporation for a committee headed by former Nationals leader John Anderson, the inland rail project as a whole will wipe out \$6.5 billion in taxpayer funding over its life, with total revenues less than half of the cost of building and operating the line, and assuming there are no blowouts and delays to construction.

In order to avoid the embarrassment of moving this huge loss onto the budget, the government has used a financial sleight of hand and justified treating the loss as an investment, by using the ARTC's overall financial position as cover, rather than having the project stand on its own merits in the budget. Recognising the financial weakness of the business case, the ARTC in its business case instead argued that the project would produce revenue well in excess of maintenance and operating costs, as long as the capital investment was written off.

That's where coal comes in. The second-largest revenue item for the inland rail project in the business case is nearly a billion dollars in revenue from coal haulage. That's conditional on an expansion in thermal coal exports. "There is potential for Inland Rail to be a catalyst for additional coal exports from south east Queensland through the Port of Brisbane," the business case states.

Inland Rail will provide a more direct and cost effective route particularly when crossing the Toowoomba Range, and complementary investments in branch lines would further assist to take advantage of Inland Rail capacity improvements in axle load and train length. Up to 19.5 million tonnes of coal is expected to use Inland Rail as a result of offering a more efficient rail connection to the Port of Brisbane, compared with the existing 8 million tonnes.

Those assumed "complementary investments" are Queensland government expenditure on Queensland Rail lines and suburban to increase the capacity for coal haulage, which Queensland taxpayers will be on the hook for.

But crucially, the ARTC plans to subsidise coal exports in order to get more traffic on the inland rail route. The business case states:

In the financial analysis, access charges have been set to maximise rail volumes rather than to maximise financial revenue. For example, charges per tonne have been matched with coastal route charges and coal access charges have been set to maximise volume of coal that can be accommodated within the assumed cap of 87 coal train paths while providing sufficient revenue to cover Inland Rail below rail operating and maintenance costs. This approach favours rail mode shift thereby maximising economic benefits.

The size of this taxpayer subsidy to coal exports will be substantial: the ARTC plans a 35% subsidy on the normal coal access price that coal miners are required to pay. Charging coal exporters full price would generate an extra \$450 million in revenue for the project, while leading to a fall in the level of coal exports compared to that of the project's "core scenario". The entire project is sensitive to coal price movements — a low coal price could strip \$600 million from the project, while a strong coal price, coupled with more realistic access charges, could deliver an extra \$1.1 billion.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

As the business case stands, however, coal exporters will be the big winners, with a substantial subsidy from taxpayers for a project that not merely can't stand on its merits, but is explicitly designed not to.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #8

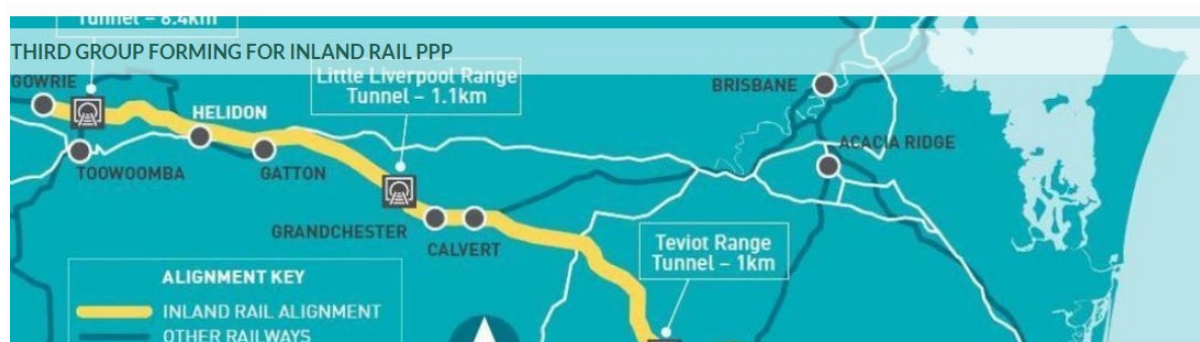
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Information News

23rd April 2019

<https://www.inframationnews.com/public/highlights/3560776/third-group-forming-for-inland-rail-ppp.shtml?id=L1FMMENraDVFVldhNHNSUHIZWXIZRE9UMTNLLOh3Mk8ydEIM>

THIRD GROUP FORMING FOR INLAND RAIL PPP



23 April 2019 | 11:09UTC

- **Published:**
 - 23 April 2019
- **Author:**
 - Shaun Drummond
-

On 29 March, the federal government-owned Australian Rail Track Corporation (ARTC) [called for expressions of interest](#) by 24 May for the PPP. Those shortlisted are likely to be notified by the third quarter of this year, with request for proposal documents due in the following three months.

The project will be an availability PPP (Public Private Partnership) involving the construction of 126km of the Inland Rail project - between Gowrie near Toowoomba to Kagaru about 60km south of Brisbane - and operating and maintaining it for 25 years.

The winning consortium's obligations will include the construction of three tunnels in the Toowoomba, Little Liverpool and Teviot ranges of 6.5km, 1.1km and 1km, respectively, as well as 126km of single and dual gauge rail tracks, 37 bridges and 21 viaducts.

The expression of interest documents say the ARTC will "most likely" make a capital contribution of 50% of the upfront cost of work during the development and construction

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

phase. The government's contributions will be available once "the majority" of senior debt is drawn down and 100% of equity is contributed or committed.

The full Inland Rail line will stretch more than 1,700km between Melbourne and Brisbane and is likely to cost more than AUD 10bn by the time it is finished in 2025.

The tender is being run during a federal election campaign, with the poll to be held on 18 May. The federal Labor Opposition party supports the project, but on Tuesday (23 April) Shadow Infrastructure Minister Anthony Albanese fleshed out plans for an inquiry into the project if it wins the election.

Labor will appoint an "eminent Australian" to inquire into the route selection - particularly greenfield sections in central and northern NSW and as far as Gowrie in Queensland, Albanese said [in a statement](#).

He added that the inquiry will also examine the "appropriateness" of the government's AUD 8.4bn equity investment to finance most of the new line's construction. Albanese has questioned whether the government will get a return on its investment and also wants the line extended another 38km to the Port of Brisbane.

It is not clear whether the inquiry would delay the project, but Albanese said the inquiry would report back to the government no later than the end of 2019.

Hundreds of farmers along the route have complained the line will cut off access to parts of their property. On Tuesday, the NSW Farmers lobby group [called on the government](#) to match Labor's plan.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #9

Copied from

Australia and New Zealand Infrastructure Pipeline

4th April 2019

<https://infrastructurepipeline.org/project/inland-rail---toowoomba-to-kagaru-sections-ppp/>



INLAND RAIL - TOOWOOMBA TO KAGARU SECTIONS PPP

**PROJECT
PIPELINE
STATUS**

PART OF INLAND RAIL FREIGHT CORRIDOR

VALUE: \$3.55bn AUD

SECTOR: Rail

JURISDICTION: Commonwealth, QLD

PROCUREMENT APPROACH: Confirmed PPP

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

TYPE: Greenfield

GREENFIELD

RAIL

COMMONWEALTH

QLD

The circa \$10 billion Inland Rail project would see the creation of a 1,700 kilometre Melbourne to Brisbane freight rail line along Australia's east-coast - bypassing the congested Sydney network and the circuitous north coast line via Australia's four richest farming regions in Victoria, New South Wales and Queensland.

The 2017-18 Federal Budget announced that the Toowoomba (Gowrie) to Kagaru sections of the project are to be delivered through a Public Private Partnership (PPP). Under this delivery arrangement, the private sector will design, build, finance and maintain this section of the railway over a long-term concession period of approximately 15 to 30 years. ARTC anticipates the PPP structure will be an 'availability charge' type arrangement. The PPP will have a maintenance concession period of up to 25 years.

The Australian Rail Track Corporation (ARTC) lists three sections that comprise the Toowoomba to Kagaru sections. These are Gowrie to Helidon (G2H), Helidon to Calvert (H2C) and Calvert to Kagaru (C2K). In total the Toowoomba to Kagaru sections will include:

- **circa 130 kilometres of new dual gauge track;**
- **almost nine kilometres of tunnels, including a 6.5 kilometre tunnel through the Toowoomba Ranges;**
- **25 level crossings and 10 road-over-rail separations**
- **21 viaducts totalling 5.7 kilometres in length;**
- **37 river bridges, including 20 totalling one kilometre between Helidon and Calvert; and**
- **11 crossing loops.**

The Environmental Impact Statement (EIS) Terms of Reference (ToR) for the G2H and H2C sections have been released by the Queensland Government Department of State Development (DSD). The final ToR for the C2K section EIS were released in

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

December 2017. Final Environmental Impact Statements will be submitted to the Queensland Coordinator-General in 2019, with approvals to be granted in 2020.

In February 2018, the Future Freight Joint Venture, comprising Aurecon and AECOM, was awarded the feasibility design contract for the project. In June 2018, the Future Freight Joint Venture was also awarded the contract for the design work for the project. A contract for the geotechnical surveying of the tunnel route was awarded to Golder Associates in November 2018.

Project information provided to DSD as part of these processes states the combined investment required for the PPP is \$3.55 billion.

In October 2018 the ARTC called for Registrations of Interest (ROI) for the project.

In late March 2019, ARTC called for Expressions of Interest (EOI) for the project, closing on 14 May 2019. Proponents will be shortlisted in the third quarter of 2019, followed by Request for Proposals by the end of 2019, which are due back in the second quarter of 2020. A preferred proponent is expected to be announced by the end of 2020, with financial close expected on the PPP by the middle of 2021.

The indicative project timeline has construction scheduled to begin in 2021 and be completed in 2024-25.

Last reviewed: 04/04/2019

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #10

Copied from

IJ Global

Project Finance & Infrastructure Journal

19th September 2019

<https://ijglobal.com/articles/142643/company-withdraws-from-inland-rail-ppp-procurement>



Company withdraws from Inland Rail PPP procurement

- **Published** 19 September 2019
- Transport
- Asia Pacific
- Alexandra Dockreay

A participant in one of the three competing consortia for the Inland Rail PPP has recently withdrawn, IJGlobal has learnt, as the bidders are still awaiting the launch of the final round of the procurement

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #11

Copied from

Australian Financial Review

19th May 2017

Print article

Need to solve inland rails missing link says Port of Brisbane



Mark Ludlow *Queensland Bureau Chief*

Updated May 19, 2017 — 5.52pm, first published at May 18, 2017 — 10.43am

The federal government's [\\$10 billion Melbourne to Brisbane inland rail project](#) would be less attractive to future buyers if the Australian Rail Track Corporation did not extend the rail link to the Port of Brisbane, according to infrastructure experts.

[Amid ongoing questions about whether the 1700 kilometre rail link is economically viable](#), the Port of Brisbane and the Infrastructure Association of Queensland have been lobbying ARTC and the federal government about extending the project which currently stops at Acacia Ridge, 38 kilometre away from the port.

[Federal Treasurer Scott Morrison announced an \\$8.4 billion equity investment in ARTC in this month's budget](#) to build the Melbourne to Brisbane rail project which will be the Commonwealth government's biggest train project in 100 years.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:



The \$10 billion inland rail project should go all the way to Port of Brisbane, claims infrastructure bodies.

But it required a public-private partnership for the complex 126 kilometre section tunnelling through Toowoomba Ranges to Acacia Ridge in Brisbane's west. The final stretch from Acacia Ridge to Brisbane would have cost another \$2.5 billion but was left off the table, possibly to keep the cost of the project down.

Port of Brisbane chief executive Roy Cummins said the Melbourne to Brisbane inland rail project would only be a true freight connection if it went all the way through to the port, saying the "missing link" section should also go to market as a PPP to gauge private sector interest.

"Inland Rail proposes the movement of double-stacked containers, as well as increased volumes of resource and agriculture products. If that is the objective, then a dedicated connection to the Port of Brisbane is imperative," Mr Cummins said.

"We are willing to work with all stakeholders and all levels of government to get it done. Inland Rail without a port connection will be less appealing to any PPP case, but with it a PPP would be a more attractive proposition to market."

The dedicated freight line to the Port of Brisbane has been assessed as a separate project by Infrastructure Australia, but said more planning was needed. It recommended a staged investment of \$54 million by 2023 would help the existing route to meet demand until 2040-41, saying there should be action to keep the preserved land corridor.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

But Infrastructure Association of Queensland chief executive Steve Abson said it made sense for state and federal governments to sort out the preferred route sooner rather than later and to buy up the land corridor to avoid it being "built out".

He said they should bring the project forward by using an availability PPP, thus making the project more affordable to the Commonwealth and the ARTC in the short term. It would also help with a possible future sale of the inland rail project

"The government is wearing the initial risk in the greenfield stages of the project before the revenue model is proven. But if the port connection is completed, this would future proof the project and ultimately increase the attractiveness of the whole project to the private sector in a future sales process," Mr Abson said.

The Queensland Palaszczuk government has been more focused in recent months in extracting money from the Turnbull government for its [\\$5 billion Cross River Rail project](#) which it says is its number one infrastructure project. It has only allocated \$800 million of state funds to the project, expecting the Commonwealth to pick up the shortfall.

The state Labor government was angry no money had been allocated in the recent federal budget, with Prime Minister Malcolm Turnbull saying the state's business case was not up to scratch, with some reports saying the federal government wanted more money to be raised from value capture along the rail route from Brisbane's south to the CBD.

Mark Ludlow writes on politics, energy and infrastructure based in Brisbane. *Connect with Mark on [Twitter](#). Email Mark at mludlow@afrc.com.au*

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

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Australian Financial Review

21st February 2018

<https://www.afr.com/opinion/why-the-inland-rail-project-will-never-add-up-20180221-h0wf9m>

22

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2 0 1 8



Why the Inland Rail project will never add up

by [Marion Terrill](#)

Published by *Australian Financial Review*, Wednesday 21 February

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

As with sausage-making, so too with public infrastructure appraisals – you’re happier not knowing what went into them. And [nowhere is this more true than with Inland Rail](#); whether you think it’s nation-building or yet another boondoggle depends on how willing you are to trust that the project selection and appraisal process gives us the right answer.

But there are red flags on this railway line. Beyond the image of a 1.8-kilometre-long train, double-stacked, chugging up and down between Melbourne and Brisbane, don’t forget this railway line has a massive price tag of \$9.9 billion, and it’s your money.

Just because the government is funding it mainly as an investment, and not a grant, doesn’t mean that the usual problems of project selection and management don’t apply.

[Inland Rail, when completed in 2025, will be a 1700-kilometre freight rail line between Melbourne and Brisbane.](#)

Around 40 per cent of the line will be new, with the rest using existing track, upgraded where necessary.

[The Australian government committed \\$8.4 billion to this project in last May’s budget](#), in the form of an equity investment, on top of a similar investment of \$600 million the previous year.

Equity investments are not the usual form of transport infrastructure funding; they don’t affect the budget deficit, unlike the more common direct project payments.

Governments make equity investments when they believe that the asset will generate investment returns to taxpayers.

Officials at a parliamentary committee last week assured politicians that the risks and costs had been rigorously assessed in the business case.

The only problem is that Infrastructure Australia evaluated that same business case in 2016 and highlighted that the options assessment undertaken by the Rail Track Corporation did not robustly consider the value for money and deliverability of the full range of options.

Cost and other risks are particularly important for this project, because it has the skinniest of benefit-cost ratios, at just 1.1:1.

In other words, every dollar of public money spent will yield just \$1.10 of benefits – if all goes according to plan. Will all go according to plan?

Reasons for doubt

There are at least three reasons for doubt.

For one, cost overruns are more likely and larger on average for large and complex projects; every 10 per cent increase in a project’s size is associated with a 6 per cent higher chance of an overrun. Not only that, but there appears to be insufficient

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

provision for ‘worst case’ cost outcomes. The experience of the past 15 years has shown that the difference between the median, or ‘P50’ cost, and the ‘worst case’ or ‘P90’ cost is 26 per cent, but Inland Rail has provision for only 8 per cent above the median for ‘worst case’ costs.

Last year’s budget papers themselves have a section on the risks of Inland Rail, pointing out that “this project is sensitive to increases in project cost and lower revenues from users, which could decrease the returns on the government’s investment in the project”.

It’s lucky that the Rail Track Corporation is so experienced and skilled at procurement – except that the Auditor General has just criticised them for shortcomings in providing value for money in procurement activities.

Supporters of Inland Rail may argue that Infrastructure Australia has endorsed the project, notwithstanding its concerns about costs going up, benefits going down and political risks.

And the Rail Track Corporation argued in its business case that the project has a better benefit-cost ratio, which would have been evident if only Infrastructure Australia had allowed discounting of project costs and benefits at 4 per cent, rather than the standard 7 per cent.

A new Grattan Institute report to be published next week finds that 7 per cent is too high for most transport infrastructure projects, but in fact Inland Rail is a rare exception where the current 7 per cent is about right.

That’s because demand for freight rail is likely to ebb and flow with the state of the economy much more than the demand for urban freeways and public transport, where the great majority of people will keep on travelling to work and school and buying transported goods even in a recession.

Nobody knows for sure how any individual project will turn out, and whether it will prove a worthwhile investment.

But we do know how projects perform on average and we can learn from experience where extra care is warranted. Inland Rail has many warning signs already, and we’re still in the pre-construction phase.

Just because the government is funding it through an equity investment doesn’t mean that it makes commercial sense and doesn’t mean that taxpayers shouldn’t still wonder if Inland Rail isn’t more a wish and a hope than a sound investment of our money.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #13

Copied from

The Australian

20 February 2018

<https://www.theaustralian.com.au/nation/politics/joyces-inland-rail-project-wont-cover-its-costs-operators-admit/news-story/15574c808b9cd1622d19984fc776cd2c>

Joyce's inland rail project won't cover its costs, operators admit



ARTC boss John Fullerton says from a commercial perspective the rail line would not claw back its construction costs. Picture: Stuart McEvoy

• **BEN PACKHAM**

POLITICAL REPORTER

• 12:00AM FEBRUARY 20, 2018

The Australian Rail Track Corporation has conceded that Barnaby Joyce's 1700km inland rail project is unlikely to generate a commercial return, despite its off-budget treatment as an equity investment.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Amid warnings the project could be a “white elephant” because it fails to connect with the Port of Brisbane, ARTC boss John Fullerton said from a commercial perspective, the rail line would not claw back its construction costs.

“From a strict ARTC point of view, no, the revenues that flow to us wouldn’t cover the full capital costs and provide a return,” he told parliament’s public accounts and audit committee on Friday.

In the 2016-17 budget, the federal government made an \$8.6 billion equity contribution to the ARTC to deliver the project, on top of \$594 million previously allocated.

Equity investments are allowable “unless there is no reasonable expectation of a sufficient rate of return on the investment”, government accounting rules state.

In a statement to *The Australian*, Finance Minister Mathias Cormann said: “The government’s investment in ARTC is projected to continue to generate a real return, sufficient for the investment to be classified as equity.”

Grattan Institute transport program director Marion Terrill said there were many reasons to doubt the project would turn a profit, however.

“The project has a very skinny margin for error, with just \$1.10 of benefits for every dollar spent,” she said.

“Big projects are always more at risk of cost overruns because they’re more complex, and this one is huge — one of the biggest transport infrastructure projects Australia will have ever seen.

“And it seems to have insufficient provision for worst-case cost outcomes.”

The off-budget funding of the inland rail project ensures it will not threaten the government’s return-to-surplus timetable.

Opposition transport spokesman Anthony Albanese said the decision to halt the rail line at Acacia Ridge, 38km from the Port of Brisbane, made the project appear more viable than it actually was.

“They wanted to change how much the project cost in order to make it look more viable because they have put it all off-budget,” Mr Albanese said.

“It’s there as an equity injection, which means that it’s supposed to produce a return to government, a profit to government, rather than it affecting the budget bottom line.”

Shipping Australia has warned that for the inland rail project to be successful, freight must be delivered to the wharves and not be double handled.

The commonwealth and Victoria have resolved this issue at the Port of Melbourne by announcing a shuttle service on the existing rail network. However, cargo will have to travel the final leg to the Port of Brisbane by road.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

The inland rail business case suggested the project would recover its capital costs 42 years after construction.

It also showed the project had significant risks, with a cost-benefit ratio of just 1.1 to 1.

The budget papers also warn the project “is sensitive to increases in project cost and lower revenues from users”.

The ARTC says the project will increase Australia’s GDP by \$16bn and reduce the cost of Melbourne-Brisbane freight to two-thirds of the cost of road transport.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

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Australian Financial Review

20 Feb 2018

<https://www.afr.com/policy/economy/barnaby-joyces-inland-rail-revenues-wont-cover-capital-cost-artc-ceo-says-20180219-h0wbvw>

Barnaby Joyces inland rail revenues wont cover capital cost, ARTC CEO says



By Jacob Greber

Updated 20 Feb 2018 — 10:19 AM, first published at 19 Feb 2018 — 6:11 PM

The Turnbull government's [Melbourne-to-Brisbane inland rail project](#) - Barnaby Joyce's most politically important pet project - won't generate enough revenue to cover its capital cost, said the chief executive of the Australian Rail Track Corporation, John Fullerton.

In remarks that may undermine a key justification for the government's decision to fund the project "off balance sheet", Mr Fullerton told a parliamentary committee last week that revenues from customers on the future freight route won't be enough to cover its construction cost.

"From a strict ARTC point of view, no, the revenues that flow to us wouldn't cover the full capital cost and provide a return," he said.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:



Deputy Prime Minister and Minister for Infrastructure and Transport Barnaby Joyce visits the site of the first steel delivery of the inland rail project at Peak Hill, NSW, on Monday 15 January 2017. fedpol Photo: Alex Ellinghausen *Alex Ellinghausen*

Mr Fullerton added that the broader benefits would flow from the project that wouldn't be captured by the company, which is getting an \$8.6 billion injection from taxpayers to construct the 1700km rail line. While the project is backed by Infrastructure Australia and Labor, doubts remain that it will ever be profitable in its own right given estimates that it will deliver just \$1.10 for every dollar invested.

Marion Terrell, transport program director at the Grattan Institute, said the inland-rail project is relatively unusual as the money is treated as a capital investment from the Commonwealth's point of view.

That differs from the way most Commonwealth infrastructure is treated, as a direct cash hit to the budget, because money is provided to state governments to build roads, ports and railways.

Ms Terrell said the Melbourne-to-Brisbane railway was particularly risky because of its size - which makes cost-blowouts more dramatic; the threat of political changes and interference; and, the fact that the 1:1 cost ratio is an "extremely tight margin for error".

Experts worry that any blowouts in the inland rail project will see a repeat of the [NBN Co debacle](#), in which the Commonwealth was been forced to tip in additional resources to keep the project viable.

That has increased pressure for the NBN Co to produce a viable return to the government.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Andrew Charlton, an economic consultant and former advisor to former prime minister Kevin Rudd, says that such projects must deliver a market-based return or be treated as a straight government expenditure.

"That was the big sleeper with the NBN - if it didn't ultimately generate a commercial return then all of those equity injections could come back and hit the budget," he said.

Mr Fullerton told the parliamentary committee that there are two phases in the project.

"There is the construction phase itself up to 2025, which is the build phase. ARTC through the arrangements with the Australian government are now responsible for the delivery of that project to budget, to scope, to time.

"Beyond that, those revenues that will be generated as a result of that project will flow to ARTC.

"And in given the business case projections around the market size, the market share shift pricing of access on the corridor, there's been some assumptions made about the revenue flow from that project from day one."

Mr Fullerton said it had always been clear that from a "pure commercial" point of view, ARTC wouldn't invest the full cost of the project because "a lot of the benefits don't flow to us".

"The only benefits that we collect off the projects are additional access revenues because of the high volume.

"Those revenues that flow from day one cover all our operating costs and all future growth capex on the corridor, but in terms of an economic investment from a government perspective, it's a positive return, because benefits flow to the above-rail operator and other benefits are identified in that business case."

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #15

Copied from

KEY Facts

<https://inlandrail.artc.com.au/keyfacts>

Key facts of Inland Rail

Claims by Inland Rail on <https://inlandrail.artc.com.au/keyfacts>

Claim Comments by Lloyd Stumer

[Share on Facebook](#)[Share on Twitter](#)[Share on LinkedIn](#)[Email this link](#)

The 1,700km line is the largest freight rail infrastructure project in Australia.

Claim Comment is not accurate and is misleading. It will have devastating impacts in SE Queensland – **Claim** “that will benefit Australians living in our cities and regions. Building Inland Rail will reduce costs, create jobs, take trucks off our roads and make businesses and producers more competitive.”

1. Divided into 13 distinct projects

Claim Comment. This is grandiose – **Claim** “Inland Rail has been divided into 13 distinct projects to deliver the 1,700km rail line: one project in Victoria, seven in NSW, and five in Queensland. The longest project is Narramine to Narrabri at 307km long, with the shortest project Gowrie to Helidon at 26km.”

2. Inland Rail is a 1,700km freight rail network

Claim Comment. This is grandiose and focuses on speed (not freight) – **Claim** “Inland Rail will complete the spine of the national freight rail network, offering less than 24 hour transit time between Melbourne to Brisbane with 98% reliability.”

3. 70% of Inland Rail will use existing rail infrastructure

Claim Comment. This is not correct and is misleading as it ignores the massive unwanted impacts with no benefits that it will cause to hundreds of thousands of people throughout Australia, especially those in SE Queensland along both new and existing lines – **Claim** “1,100km of existing rail infrastructure (rail lines and corridors) will be used to complete the 1,700km Inland Rail. Using existing rail infrastructure makes best possible use of previous investments in the national rail freight network and minimises the environmental and community impacts associated with creating new rail corridors.”

4. Largest diameter diesel freight tunnel in the Southern Hemisphere

Claim Comment. This is grandiose – **Claim** “As part of the Gowrie to Helidon project in Queensland, a new 6.38km tunnel will be built through the steep terrain of the Toowoomba Range, making it the largest diameter diesel freight tunnel in the Southern Hemisphere.”

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

5. \$9.3 billion has been committed to build it

Claim Comment. This is grandiose and focuses on huge and unknown unbudgeted costs – **Claim** “The Australian Government has committed \$9.3 billion for ARTC to develop and build Inland Rail. Additional funds will come from a partnership with the private sector.

6. Boost Australia's GDP by \$16 billion

Claim Comment. This is not correct and is grandiose – **Claim** “Inland Rail will increase gross domestic product (GDP) by \$16 billion over the 10-year delivery period, and the first 50 years of operation.”

7. Create 16,000 jobs for Australia

Claim Comment. This is grandiose and its accuracy is uncertain. It also doesn't say how many jobs it will destroy – **Claim** “Approximately 16,000 jobs will be created at the peak of construction, with an additional 700 on-going jobs once Inland Rail is operational.”

8. 262,000 tonnes of steel and 745,000 cubic metres of concrete to build it

Claim Comment. This is grandiose – **Claim** “That's equivalent to the steel in five Sydney Harbour Bridges and concrete in over 12 Q1 Buildings (Australia's tallest building).”

9. Land agreements in place

Claim Comment. This is grandiose – **Claim** “As at the end of March 2019, Inland Rail had around 870 land access agreements in place along the entire route facilitating technical and ecological investigations.”

10. First train is expected to run in 2025

Claim Comment. This is not correct and is grandiose. False assumptions have been used to determine its cost competitiveness. By being planned to subsidize the export of 19.5 million tonnes of thermal coal per year, it is planning to not reduce, but to increase carbon emissions by up to 50 million tons of carbon dioxide equivalent per year (excluding the significant emissions associated with the mining of coal itself) – **Claim** “Trains will be double stacked and up to 1,800m long – that's 18 lengths of a football field. Long double stacked trains will significantly increase the payload of each train, making it more efficient, cost competitive and reduce carbon emissions.”

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #16

Copied from

Railpage

29th April 2019

<https://www.railpage.com.au/news/s/angry-farmers-vow-to-fight-10b-inland-rail-project>

Railpage

Angry farmers vow to fight \$10b inland Rail project

Updated Monday 29th April 2019 by www.afr.com

Inland Rail Project

A group of farmers from Millmerran in Queensland's Darling Downs have vowed to fight the Morrison government's [\\$10 billion Melbourne to Brisbane inland rail project](#) until the route is changed.

While the Morrison government's [\\$9.3 billion equity investment into Australian Rail Track Corporation](#) was supposed to fast-track the development of the nation-building project, the Queensland government has refused to sign the intergovernmental agreement allowing the 1700-kilometre project to be developed north of the Tweed until the problem is resolved.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:



Millmerran farmers say the route chosen by ARTC is in the middle of a flood plain. Don Hildred

Many farmers in NSW and Queensland support the idea of inland rail – which will move freight from Melbourne to Brisbane in less than 24 hours – but the final route selection of the project championed by former Nationals leader Barnaby Joyce could be a vote-changer.

The Millmerran Rail Group, a collection of farmers from the Darling Downs, say the ARTC has rushed through the route selection from the NSW-Queensland border to Gowrie section, saying the chosen route is through a floodplain that was hit as recently as 2011.

They claim the decision was made to save ARTC and the federal government money but it could be a potential disaster in the making.

This article first appeared on www.afr.com

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #17

Copied from

Sydney Morning Herald

21st November 2018

<https://www.smh.com.au/national/the-great-train-robbery-why-farmers-are-fighting-the-inland-rail-route-20181121-p50hef.html>

OPINION

The great train robbery: why farmers are fighting the Inland Rail route

By Helen Hunt

November 21, 2018 — 4.00pm

The multi-billion-dollar Inland Rail project is being hailed as a saviour for both the freight industry and farmers, and it is strongly supported by Deputy Prime Minister and Infrastructure Minister Michael McCormack.

It may well be a saviour for the big freight forwarders such as Woolworths, Coles and Linfox. It was on their instruction, after all, that the Australian Rail Track Corporation drew a line on the map to connect Melbourne and Brisbane to establish a rail trip that would take less than 24 hours.

Easy. Job done. No comprehensive modelling or topographic, hydrological or socio-economic studies carried out – even while the preferred alignment of this freight line will cross floodplains and cut through, or heavily impact, about 300 farms on some of Australia's most productive land.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:



Deputy PM Michael McCormack and Victorian Minister for Public Transport Jacinta Allan make an announcement regarding the Inland Rail in March this year. *JOE ARMAO*

Deputy PM Michael McCormack and Victorian Minister for Public Transport Jacinta Allan make an announcement regarding the Inland Rail in March this year. *CREDIT: JOE ARMAO*
Advertisement

It will bypass struggling country towns and leave them for dead, whereas upgrades of the existing line would allow them to share the economic benefits.

Prime farming land, which feeds the nation, will be destroyed. The landowners, some of whom have been on their farms for generations, and who are coping with the worst drought many have experienced, will be collateral damage.

The line, bearing kilometres-long trains with their double-stacked containers, will split properties in half. Some farms will be finished. Others will struggle to move stock and equipment from one side of the line to the other. Some properties could become worthless.

In Senate estimates, Labor Senator Glenn Sterle asked whether the ARTC had considered other alignments that would not impact so heavily on farms but instead pass closer to towns to benefit communities – and in so doing, add as little as 24 minutes to the trip between Melbourne and Brisbane. ARTC CEO John Fullerton admitted these options had not been considered – because industry insisted it had to be less than 24 hours.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

ARTC maintains keeping the existing lines would be “significantly more expensive”, but is unable to put a figure on this. It is difficult to understand how it reaches this conclusion when it has no idea how much compensation it will have to pay for the preferred route, or how many crossings, bridges or fences it will need to build. In fact, it doesn't know precisely where the track will be laid.

I can understand ARTC doing the bidding of big industry, but this “nation-building” project was put to the government for its approval. One might have expected it to more carefully scrutinise the huge expenditure of taxpayers' money.

You might think it reasonable to ask the people whose land and lives are affected what they think. Sadly, we haven't been asked. You'd think the National Party MPs, who profess to look after country people, might have arranged meetings in their electorates to gauge support for the project. Nup.

Carry on chaps.

But there are lot of very angry people, from southern NSW, through the central west and into Queensland, who do not take kindly to being ignored. And on Thursday, Mr McCormack will get his chance to hear their concerns. After putting us off for five months, he will travel to Gilgandra to meet opponents of the proposed route.

The NSW Farmers Association, which has been in dialogue with ARTC for months, has uncovered the fact that no socio-economic analysis has been factored in as a component for the business case. That should be reason enough to slow down and take a harder look.

McCormack may take some convincing. His Nationals colleague Mark Coulton is the federal MP for the NSW seat of Parkes, which takes in a large area of the disputed alignment. Coulton has been lobbied forcefully to urge the government to explore other options. He remains focused on getting the line under way as soon as possible.

What is the unholy rush? McCormack must direct ARTC to re-assess its route and consider the best line for all involved, not only corporate giants.

Helen Hunt and her husband Wally are farmers and graziers in the Coonamble district. One of their properties is in the current preferred corridor for the line.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #18

Copied from

Guardian Australia

23rd April 2019

<https://www.theguardian.com/australia-news/2019/apr/23/labor-inland-rail-inquiry-gives-regional-voters-a-clear-difference-farmers-say>

Labor inland rail inquiry gives regional voters a clear difference, farmers say

Anthony Albanese promises independent inquiry into the \$10bn Melbourne-to-Brisbane rail project's route and financing

Christopher Knaus

@knausc

Tue 23 Apr 2019 17.34 AEST Last modified on Tue 23 Apr 2019 17.35 AEST



Bill Shorten and Anthony Albanese. Labor will set up an independent inquiry into the \$10bn inland rail project amid landholder concern. Photograph: Mike Bowers/The Guardian

The [New South Wales](#) Farmers Association has slammed the Nationals for ignoring landholder concerns about the government's \$10bn inland rail project, saying Labor's proposed inquiry now gives regional Australians "a clear difference between the major parties" in next month's election.

The shadow infrastructure minister, Anthony Albanese, announced on Tuesday that Labor would set up an independent inquiry into the Melbourne-to-Brisbane freight rail project, which is [designed to form](#) the "backbone" of Australia's freight rail network when operational in 2025.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

But the project has come under significant scrutiny in recent months following complaints by local landholders affected by the route, who have been frustrated by what they say is an abject failure to consult, give transparency around decision-making, or adequately plan or cost the route.

The government's preferred route was announced in 2010, following a vast study considering more than 50,000 options. But a section running through Queensland's Darling Downs region was changed in 2017, infuriating farmers and landowners who suddenly found their properties would be affected.



Wealthy Queensland family lobbied for inland rail line to run past their airport

Guardian Australia has [previously revealed that a wealthy Queensland family](#), the Wagners, had directly lobbied for the route change so that the line would link up with their privately-owned airport.

Labor's proposed inquiry would examine the route selection process and financing arrangements.

"This is appalling. The government has botched this from day one," Albanese told 2GB on Tuesday.

"It is very clear the government has failed to consult properly. It's very clear that there are real issues with the route going through prime agricultural land, that the locals aren't being listened to."

The decision was welcomed by affected landholders in [Queensland](#) and by the NSW Farmers Association. The association's president, James Jackson, said the Nationals were yet to properly respond to the concerns of landholders.

"NSW Farmers has been calling for the Australian Government to commission an independent, open and transparent inquiry into inland rail for more than year,"

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Jackson said in a statement. “At every turn, the Coalition Government has refused to conduct an inquiry, preferring to press ahead in the face of deepening community opposition to the project.

“Labor’s announcement today provides regional communities affected by the inland rail with a real choice.”

Kev Loveday is a farmer who owns two bits of land on the Condamine in Queensland. One of those will be affected by the rail line’s current route. Loveday said the project’s costings did not make sense, and that its promised economic benefits were difficult to believe.

“It won’t be of economic benefit to the [Darling] Downs. We are just merely in the way between northern NSW and Toowoomba. So we’re in the firing line,” he told Guardian Australia.

“We’ve been fed all this propaganda to make us believe that we really need this thing, when in fact there will be no tangible benefits at all, and a lot of social distress about it, and environmental impacts too.”

Tim Durre, a local landholder in Gowrie, Queensland, will have his property cut in two by the rail line. Durre said the route will leave one section of his property nearly inaccessible.

He said landholders had received no genuine consultation on the decision and said decision-making around the route was shrouded in secrecy.

“There are people here who are trying to sell at the moment, just to survive,” he told Guardian Australia. “They can’t sell because they’re in the way of this project.”

The 1,700km project includes upgrades to 1,100km of existing track and is expected to start operating in 2024-25. Labor, if elected, said it would recruit an “eminent Australian” to lead its inquiry, who would get access to Infrastructure Australia and other departments, including Finance and Treasury.

“We need to get it right and at the moment very clearly we are not getting it right,” Albanese said.

The Australian Logistics Council says the inquiry must not delay construction on the project.

“By 2030, we will need to move more than 32 million tonnes of freight along Australia’s east coast,” the council’s chief executive, Kirk Coningham, said in a statement.

“We must find ways to do that which are safe, and which don’t add to road congestion and other existing bottlenecks in the freight network.”

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #19

Copied from

Brisbane Times

20th March 2018

<https://www.brisbanetimes.com.au/national/queensland/drivers-struggle-to-hit-30km-h-on-brisbane-s-most-congested-roads-20180320-p4z5cd.html>

Brisbane Times

Drivers struggle to hit 30km/h on Brisbane's most congested roads

<https://www.brisbanetimes.com.au/national/queensland/drivers-struggle-to-hit-30km-h-on-brisbane-s-most-congested-roads-20180320-p4z5cd.html>

By [Ruth McCosker](#)

Updated March 20, 2018 — 10.47pm first published at 5.59pm

[View all comments](#)

Talking points

- There are 38 key corridors in the greater Brisbane area
 - Council manages 18 of the key corridors, equating to 102.1 kilometres of road
 - TMR manages 20 of the key corridors, equating to 215.1 kilometres of road
- Motorists travelling on Brisbane City Council roads are struggling to reach speeds of 30 kilometres an hour in peak times.

The council's latest Greater Brisbane key corridors performance report revealed the traffic volumes and speeds for 38 major transport corridors from July to December 2017.

During the weekday morning peak, 7am-9am, motorists travelled on average at 28km/h on council roads, a speed decrease of one kilometre an hour for the same period in the previous year.

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In the afternoon peak, 4pm-7pm, motorists averaged 34km/h, which did not change from the same period in 2016.

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The data revealed the fastest road in the morning was the Transport and Main Roads-managed Centenary Motorway between the Logan and Ipswich motorways, which had an average speed of 89km/h on the stretch with a 100km/h limit.

It was also the fastest route in the afternoon peak, with an average speed of 95km/h.

The slowest morning commute was along council-owned Stanley Street, where motorists travelled at 18km/h in the both the 60 and 40 zones.

Stanley Street again proved slow in the afternoon, with the slowest average speed of 23km/h, while the TMR-owned East-West arterial road also had the same average.

Brisbane lord mayor Graham Quirk said the data showed speeds across the city's key corridors had, on average, remained consistent with the same period for the previous year, despite construction on several major roads.

“This is good news for motorists because it shows that our commitment to taking real action on traffic congestion is delivering measurable benefits, especially when we've got major upgrades currently under way, such as the Inner City Bypass and Kingsford Smith Drive,” he said.

Average speeds eastbound on the Inner City Bypass decreased 5.8 per cent in the morning peak compared with the same period for the previous year, while peak travel speeds for westbound motorists decreased 3.5 per cent.

On Kingsford Smith Drive, the hourly volume of traffic decreased 9.2 per cent in the morning peak and 15.5 per cent for the afternoon peak.

Cr Quirk said the reduction in travel speeds on the Inner City Bypass coincided with a reduced maximum speed limit due to the roadworks, while the traffic volume on Kingsford Smith Drive decreased as motorists adjusted to the construction.

[Ruth McCosker](#)

Ruth McCosker is reporter at the Brisbane Times.

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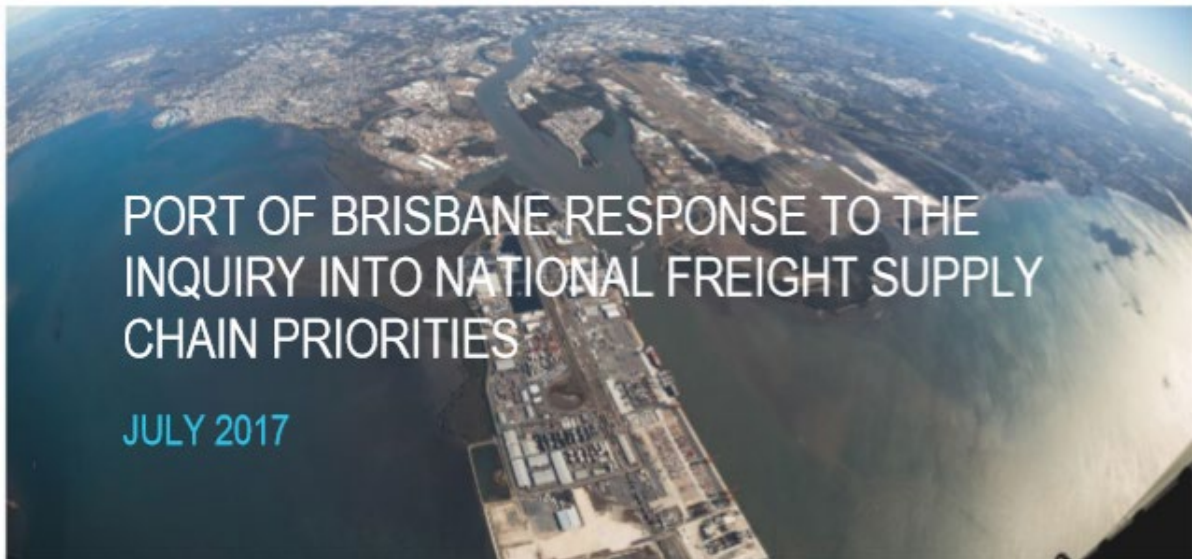
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Copied from

Port of Brisbane Response to the Inquiry into National Freight Supply Chain Priorities

July 2017

https://www.infrastructure.gov.au/transport/freight/freight-supply-chain-submissions/Port_of_Brisbane_Pty_Ltd.pdf



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Document Reference Number #21

Copied from

ABC Web Page

Describing “Inland Rail Consultation Process is a Complete Farce, Queensland Farmers Say

<https://www.abc.net.au/news/2017-09-21/inland-rail-consultation-process-a-farce-floodplain-farmers-say/8967414>



Inland rail consultation process a complete farce, Queensland farmers say

Exclusive by rural and regional correspondent [Dominique Schwartz](#) and the National Reporting Team's [Alexandra Blucher](#)

Updated 21 Sep 2017, 6:50pm

Sorry, this video has expired

VIDEO: [Mayor Paul Antonio will benefit from the inland rail project](#) (ABC News)

RELATED STORY: [Inland railway to go across Queensland floodplain despite deadly warning](#)

The consultation process for deciding which route the Melbourne-to-Brisbane inland railway would take in southern Queensland was "a complete farce", according to local farmers.

Key points:

- Selection process for inland rail route lacked transparency, locals say
- Farmers concerned chosen path could be "catastrophic" in event of flood
- Infrastructure Minister Darren Chester stands by the process

Federal Infrastructure Minister Darren Chester [today announced the railway's path would go across floodplains](#) north of the New South Wales border.

The [chosen route is similar to the alignment known as the "base case"](#) proposed by the Australian Rail and Track Corporation (ARTC) in 2010.

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There had been four routes under consideration. Earlier this year, Mr Chester established the Project Reference Group (PRG) to address landholder concerns about the options and to allow local input.

One of the key objectives of the group, as outlined by the Federal Government, was to achieve "transparency" in decision making.

But local floodplain farmer Brett Kelly said the selection process lacked transparency.

"The PRG process was a complete farce in that we did not get any input, we could not question any of the engineering," he said.



PHOTO: Brett Kelly was among 26 community members who took part in the review of the proposed routes. (ABC News: Alexandra Blucher)

The grain grower said group members didn't get to see the PRG's final report before the decision was made, and has labelled it a public relations exercise.

"At the end of the consultation process and the PRG process, the chairman wrote a report to Minister Chester," Mr Kelly said.

"We were not allowed to see a copy of that, which removes the transparency that we were promised with the process."

Mr Chester released the report last night to members of the PRG, at the same time as he notified them of the decision on the route.

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"People are going to be disappointed by the decision if it impacts them directly, but the process has been absolutely above board," the Minister said. "I stand by the process."

Mr Kelly and another floodplain farmer, Jason Mundt, said they had been told by ARTC the line would be built on a two-metre embankment with culverts.



PHOTO: Jason Mundt says the decision could be "catastrophic" for farmers in the area. (ABC News: Alexandra Blucher)

The farmers are concerned drains under the tracks could get blocked with debris, creating a damming effect that could be "catastrophic" and "put lives at risk".

Mr Kelly also said there was little information on what engineering had been done to ensure flood risks would be mitigated.

"We did not get any input, we could not question any of the engineering," he said.

"We couldn't ask them [the engineers] to elaborate why all of a sudden this base case line was cheaper, when, according to the [2015] SMEC [Snowy Mountain Electricity Corporation] report, it was actually dearer than other routes."

Speaking in Queensland today, Prime Minister Malcolm Turnbull ensured landowners would not be put in danger.

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"It obviously goes across a floodplain but the engineering measures and design will take all that into account so that it does not adversely affect either property owners or environment interests by changing the way water flows," Mr Turnbull said.

Mayor owns quarry, 'stands to benefit' from inland rail

Farmers are also concerned vested interests may have attempted to influence the decision-making process on the route.

"I believe our mayor could profit in the tens of millions of dollars from the route going on this base case line," Mr Kelly said.

"He obviously has a large quarry that he can profit out of by supplying the ballast that will go underneath this railway line.

"Out of all the routes, the most ballast that would be needed would be underneath this particular route."

Toowoomba Regional Council Mayor Paul Antonio has championed inland rail for many years and has spoken publicly in support of the base case.

He owns a gravel quarry near Millmerran on the route chosen by the Federal Government.

In an interview with the ABC, Councillor Antonio conceded he stood to benefit from inland rail.

"Regardless of where the rail line goes over the next 100 years, that basalt on my hill will be used. It will benefit either myself or whoever owns that property," he said.

The ABC can reveal the Mayor personally paid \$4,900 to have another option investigated — it altered the base case route near Millmerran and took the line to the very edge of his quarry.

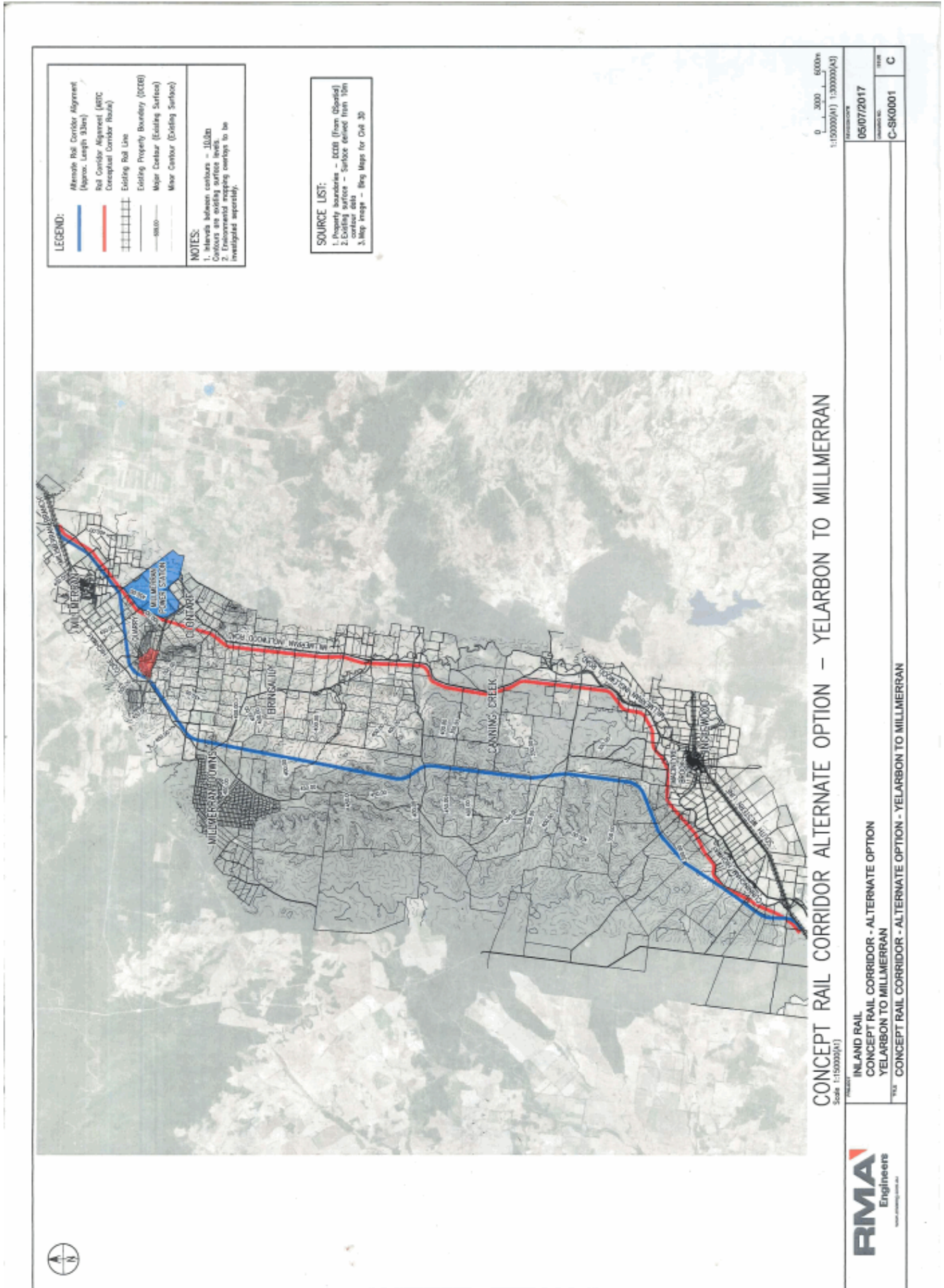
Cr Antonio said he paid for the map to find an alternative that did not go through prime agricultural land in Millmerran, to help affected farmers.

DOCUMENT

TEXT

Zoom

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Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

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.

"Ian's a friend of mine and he has some influence in terms of protection of good agricultural land," the Mayor said.

He added he did not know what Mr Macfarlane did with the map.

However, the ABC has obtained a text message sent by Cr Antonio on September 11 to Millmerran farmer Russell Stevens that contradicts this.

"Macfarlane said he had been talking to the powers that be and they liked the option. Enormous advantage," the text said.

Mr Macfarlane did not respond to the ABC's questions about the map, however he said he was not lobbying for Cr Antonio.

Cr Antonio's proposed diversion is not part of the route announced by Mr Chester today.

But Mr Stevens, whose farm may be dissected by the route, said it was concerning the mayor appeared to have tried to influence the outcome.

"I think it's just disgraceful actually," he said.

"If they want to come through here they will drag me off here in handcuffs and a paddy wagon. I am not going."

Mr Chester today disagreed with any suggestion there had been political manipulation in the selection process.

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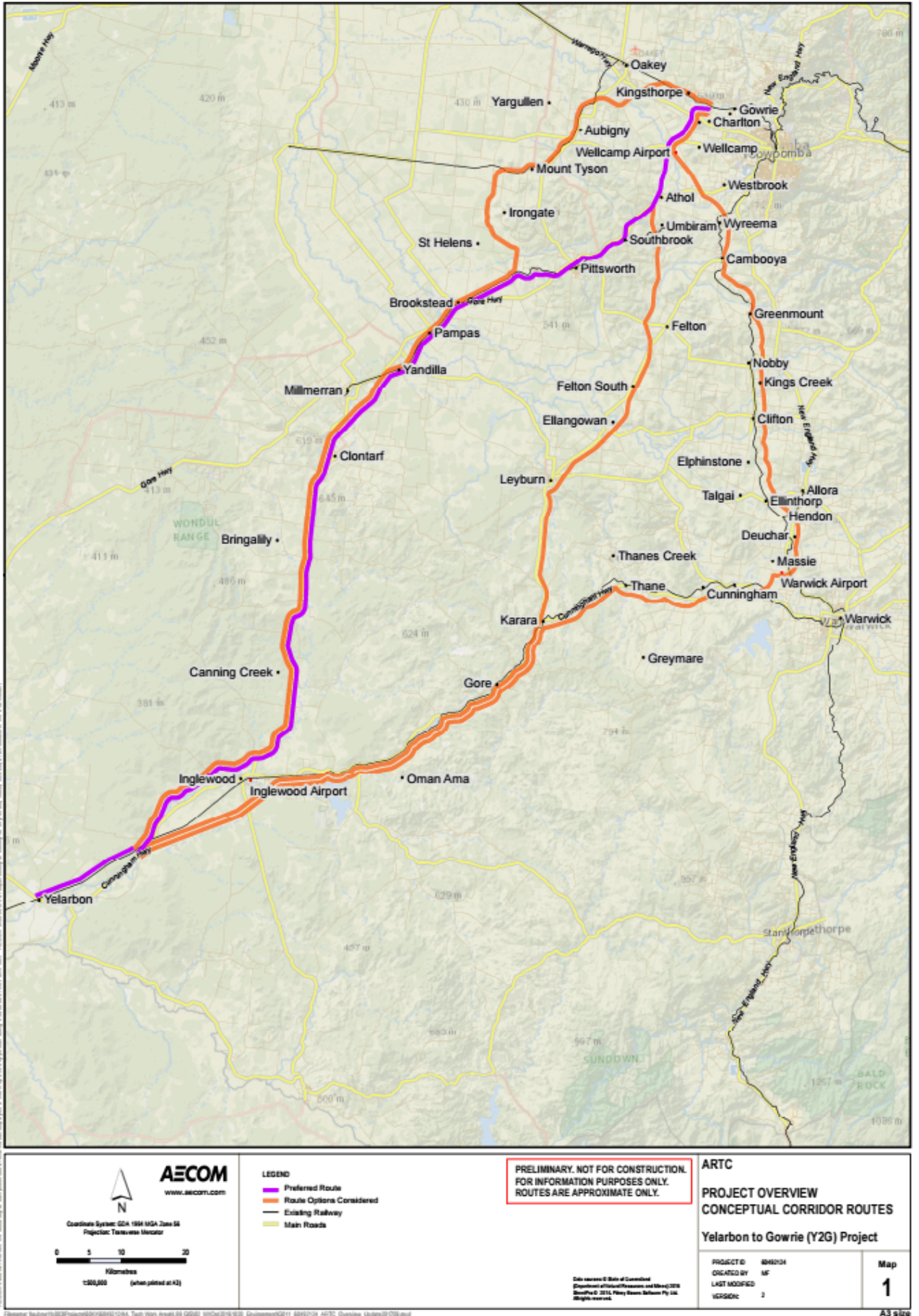
Contact Dominique Schwartz

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First posted 21 Sep 2017, 3:00pm

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:



Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #22

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Inland Rail Consultative Charter Page 1 of 4

https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/e174b20e7ae61c0924f0f8470452596b121cafc7/documents/attachments/000/083/077/original/QLD_K2ARB_CCC_Charter.pdf?1550029062



PURPOSE

The purpose of the Community Consultative Committee (Committee) is for the ARTC Inland Rail Project Team (Project Team) to consult with selected representatives from the community and various interest groups for the relevant Inland Rail Project (Project).

ARTC is seeking from the Committee a community input on aspects of the studies required as part of the project approvals process, as well as provision to ARTC Inland Rail of insights into community issues, concerns and opportunities, for the Project.

The Committee will aim to facilitate:

- ▶ Broader community involvement in the Project;
- ▶ Capture of local knowledge, issues, concerns and opportunities;
- ▶ Increased understanding and awareness of the Project; and
- ▶ Coordination of a more effective response from the Project Team to emerging issues, concerns and opportunities.

The Charter sets out the scope of the Committee and expectation of behaviours.

SCOPE

The Committee will:

- ▶ Receive briefings and updates on the Project;
- ▶ Discuss and provide comment or feedback on aspects of the Project;
- ▶ Represent community views regarding local issues, impacts and benefits; and
- ▶ Act as a conduit to provide information about the Project to the broader community.

The Committee is for consultation purposes only and is not a decision-making body.

MEMBERSHIP

The aim of the Committee is to ensure representation of diverse viewpoints and community concerns. It is proposed the Committee will be established with approximately 10-15 members from communities along the corridor study area.

The following criteria are proposed to enable assessment of nominations for the Committees:

- ▶ Knowledge of the local area, as evidenced by number of years living in the area, family links to the area (i.e. multi-generational farms) or significant landholdings;
- ▶ Participation in the local community, as evidenced by membership of community groups, business groups, Parents and Citizens' Associations (P&Cs), local or regional non-governmental organisations (NGOs), but no NGO that is generally recognised as having a state or national focus or reach, etc; and
- ▶ Ability to gather and disseminate information regarding Inland Rail throughout the community and to bring representative views to the work of the Committee.

No person who is a sitting Member of Parliament (MP) or Councillor, or a direct family member (spouse, children, parents) of a sitting MP or Councillor may nominate as a member nor may any person who is employed by a commercial contractor to ARTC.

Membership of the Committee is on a voluntary basis, and no payment is made for participation. However, reimbursement of reasonable travel expenses will be provided, if approved by the Chair and ARTC. Members will be appointed for a period of two (2) years, with members able to be appointed for two (2) subsequent terms, after which time a member who has

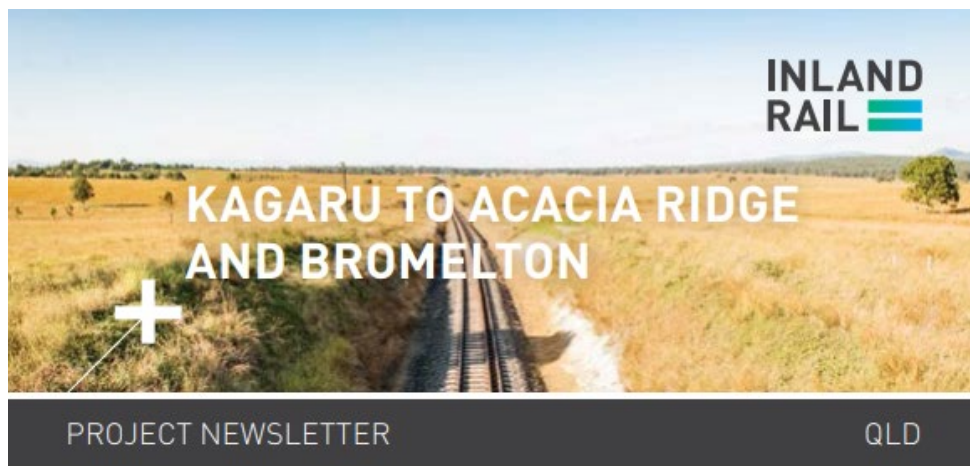
Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #23

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Inland Rail Project Newsletter Page 1 of 4

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ABOUT INLAND RAIL

Inland Rail is a once-in-a-generation project that will enhance supply chains and complete the backbone of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

Inland Rail will transform the way we move freight around the country, connect regional Australia to markets more efficiently, drive substantial cost savings for producers and consumers, and deliver significant economic benefits.

Comprising 13 individual projects and spanning more than 1,700 km, Inland Rail is the largest freight rail infrastructure project in Australia and one of the most significant infrastructure projects in the world.

The Australian Government selected the Australian Rail Track Corporation (ARTC) to deliver Inland Rail, in partnership with the private sector, and has committed \$9.3 billion to the delivery of Inland Rail.

HOW IS THE ALIGNMENT BEING IDENTIFIED?

Inland Rail will comprise approximately 1,100 km of existing rail corridors and 600 km of new corridors where we need to build new track. As more than half of the alignment uses existing rail corridors, we are taking advantage of earlier investments in the national rail freight network and minimising the impacts to landholders, the environment and communities.

We now need to refine and finalise the alignment in Queensland and this will require field studies, detailed environmental investigations and further consultation with landholders, communities and customers.

ABOUT THE KAGARU TO ACACIA RIDGE AND BROMELTON PROJECT

The Kagaru to Acacia Ridge and Bromelton (K2ARB) section of Inland Rail will see enhancements to, as well as commissioning of, dual gauge operations along 49 km of the existing Brisbane to Sydney rail line.



Sections of the existing track will need to be upgraded to support the running of double stacked freight trains along the interstate route, both south from Kagaru to Bromelton and north from Kagaru to Brisbane's major intermodal terminal at Acacia Ridge.

There are five bridges along the corridor where there is not currently enough clearance to be able to run double-stacked trains (Beaudesert Road, Learoyd Road, Johnson Road, Middle Road and Pub Lane). To achieve the necessary clearance under these bridges, track lowering is required. We are also proposing to construct two new crossing loops at Larapinta and Kagaru and to extend the current crossing loops at Greenbank and Bromelton, to accommodate 1.8 km length trains.

We anticipate that all construction work will take place within the existing Sydney to Brisbane rail corridor. ARTC has managed and operated the track since 2004 under a sub-lease from the Queensland Department of Transport and Main Roads.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #24

Copied from

Queensland Government Media Statement 21st August 2019

<http://statements.qld.gov.au/Statement/2019/8/21/queensland-inland-rail-deal-can-be-done-with-fairer-funding>

Site header



Queensland Government

The Queensland Cabinet and Ministerial Directory

Media Statements

Minister for Transport and Main Roads
The Honourable Mark Bailey

Wednesday, August 21, 2019

Queensland: Inland Rail deal can be done with fairer funding

Ahead of a two-day Inland Rail conference in Toowoomba this week, the Palaszczuk Government has put the interstate rail freight project at the centre of funding negotiations with Canberra.

The Palaszczuk Government has written to Prime Minister Scott Morrison and Deputy Prime Minister Michael McCormack seeking increased and fast-tracked funding for projects across the state as part of an agreement on Inland Rail.

Canberra is being urged to increase funding by \$857 million and bring forward \$650 million worth of existing commitments on key Queensland projects, including Warrego Highway upgrades, the Bruce Highway, the Townsville to Roma inland road corridor and other regional roads funded under the Federal Government's Roads of Strategic Importance funding program.

The request follows clear signals sent in recent weeks by the Reserve Bank of Australia and Infrastructure Australia urging Mr Morrison to increase his government's funding for major infrastructure.

Queensland's offer to Canberra on Inland Rail comes with a caveat that any bilateral agreement needs to address the concerns about the project that have been raised by those living and working on the proposed rail corridor.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Transport and Main Roads Minister Mark Bailey said there were other projects across Queensland that could also benefit from the Inland Rail deal.

“We have plenty of transport infrastructure needs in Queensland that need better support from the Morrison Government,” he said.

“Roads maintenance supports local jobs, and we think federal funding for maintenance on the national network could be doubled to \$180 million per annum.

“Scott Morrison promised billions of dollars for Queensland before the election, but much of that funding won’t flow for a number of years.

“We’re having collaborative discussions with the Federal Government on Inland Rail, and we want to make sure other rail and road projects in Queensland are not neglected.”

Mr Bailey said Inland Rail had the potential to deliver significant benefits to Queensland but highlighted outstanding issues the Australian Rail Track Corporation (ARTC) had failed to adequately address.

“Those concerns include impacts on operating farms, loss of agricultural land, floodplain issues, noise and social impacts,” Mr Bailey said.

“Rural economies are already doing it tough, so the last thing those communities need is to lose valuable and productive land.

“Farmers have personally raised these concerns with me and our government for more than a year but feel they are not being listened to.”

Mr Bailey said issues relating to the future rail connection to the Port of Brisbane and the Salisbury to Beaudesert future rail corridor also needed resolution along the Kagaru to Acacia Ridge section.

“Any increase in the number of freight trains passing through the Kagaru to Acacia Ridge section needs to be complemented by a passenger rail line from Salisbury to Beaudesert,” Mr Bailey said.

“It makes sense from a planning point of view to upgrade the rail corridor for freight and passenger services at the same time.

“Until improvements to the rail connection to the port can be resolved, and the passenger rail upgrade built, coal trains will need to continue using the existing West Moreton Rail System and freight container trains between Kagaru and Acacia Ridge would be limited to single stack.

“Our local MPs have been advocating for a better outcome on behalf of their communities from the project along that Kagaru to Acacia Ridge section.

“We want the best deal for Queensland, and one that considers and responds appropriately to Queenslanders before the project proceeds.”

ENDS

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Media contact: Toby Walker - 0439 347 875

Document Reference Number #25

Copied from

Australian Financial Review

22 February 2018

<https://www.afr.com/policy/economy/barnaby-joyces-inland-rail-splurge-better-spent-elsewhere-20180222-h0wia1>

Barnaby Joyces inland rail splurge better spent elsewhere



By **Jacob Greber**

Updated 22 Feb 2018 — 6:17 PM, first published at 5:09 PM

Save

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Barnaby Joyce's [much-hyped inland rail project](#) displaces more productive repairs and upgrades to existing infrastructure and would be better spent on skills investments in rural communities, says a prominent economist who advises governments on freight priorities.

As the rollout of the near \$10 billion railway project between Melbourne and Brisbane hits fresh hurdles over land access in NSW, Stephen Bartos warned it was likely to face major [political risks](#) over where the line stops, runs and delivers benefits.

"The idea that this is going to be the saviour of remote and rural Australia is just a furphy," said Dr Bartos, who formerly headed ACIL Tasman, a consultancy that worked on a 2010 "alignment" study commissioned by the then Labor government.

Deputy Prime Minister Barnaby Joyce's much-hyped inland rail project has been labelled a "furphy". **Alex Ellinghausen**

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

"Infrastructure as such is not the answer – that's really a side issue [for the bush]. Easily by far the more important issue for the bush is development of human capital, skills and innovation.

"Whether you have a railway line running through your town will make very little difference to your life," he said.

Advertisement

He said the money would be better spent on improving what is already in place to build links between ports, road and rail. "The inland rail is probably a middling priority by comparison. In terms of what the nation needs, it's some bridges here, some line straightening there, to make the existing network better.

"The problem with those things is that it's not nearly as sexy."

The criticism by Dr Bartos, who says the project will however deliver a broader "economic" benefit by taking freight off roads, improving safety and speed of deliver, comes as the NSW Farmers Federation urged the Australian Rail Track Corporation to halt negotiations with individual farmers over land resumptions.

The federation is urging around 300 farmers along the \$1.5 billion Narromine to Narrabri section to avoid signing land access agreements with ARTC until a full agreement is developed between the federation and the company.

"We believe that, until information about route selection is made publicly available to allow farmers to make their own decisions, the ARTC should cease contacting farmers and asking them to sign land access agreements," said federation president Derek Schoen.

"NSW Farmers has previously negotiated land access agreements between landholders and mining companies and we believe we are well placed to ensure the needs of land owners are adequately balanced in any agreements we develop together with the ARTC."

Questions over the cost of land access highlight how sensitive the project is to cost blowouts, given the political importance of the rail link for Mr Joyce, who regards it as one of his signature achievements.

Chief executive of the ARTC, John Fullerton, confirmed late last week that the project [won't generate enough revenue](#) to cover its capital cost "and provide a return".

Marion Terrill, transport program director at the Grattan Institute, jumped on the statement to warn in an op-ed in Thursday's *The Australian Financial Review*, that big projects are especially vulnerable to overruns. "Cost and other risks are particularly important for this project because it has the skinniest of cost-benefit ratios, at just 1:1.1...just \$1.10 of benefits - if all goes according to plan".

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Mr Bartos said the stoush over land access was an example of how big projects become complicated.

"They've got the sound of cash registers ringing in their brains," he said.

"There's always project risk, particularly in relation to management of contractors, you need continuity of the Commonwealth public service with good experience in major project delivery, and that we typically don't see; and the other important risk is political risk...that decisions about where the line will stop and where it runs are influenced by politics rather than freight needs".

The 2010 study found land compensation would cost around \$293 million.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #26

Copied from

Infrastructure Australia Priority List

February 2019

https://www.infrastructureaustralia.gov.au/sites/default/files/2019-07/ia18-4005_priority_list_2019_acc_h_0.pdf



**Infrastructure
Australia**



Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:



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Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #27

Copied from

Submission Number 9 to Senate Inquiry Inland Rail

Mr Bob Rich

From: Rob Rich To: Committee Secretary for Senate Inquiry into Inland Rail Date: 27th Oct 2019 1 pages in total Inland Rail "Wellcamp to Gowrie" There are four farmers in a row starting at my property and heading west, north of dry creek, that will not allow ARTC access, which may weaken the EIS in this area. The strategic cropping land zoning in this area seems to be meaningless when the current corridor traverses river flats (self mulching black soil) north of Dry creek and cuts at least 4 neighbouring farms off (in my immediate area) from their irrigation wells/bores on Dry Creek. The irrigation bores/wells on 'Dry creek' are known for their rapid recharge capacity from the dry creek aquifer. This is because 10mm of rain in Toowoomba can translate into 30 megalitres down dry creek, (westerly water flow). It appears, that an 'established asset' like this for farmers and Australians does not hold any value, compared to the route selection for inland rail. As Eastern Australia is currently experiencing its worst drought on record and reliable potable water for food production should have consideration above all else. I am sure the residents and farmers of 'Stanthorpe' south of Toowoomba 'who have run out of water', would agree. If new bores are to be sunk many hundreds of meters away from Dry Creek they are unlikely to be as good. 'Water infrastructure', better roads and bridges is what our nation needs first and foremost! And then, upgraded existing rail tracks. Naturally I am preoccupied with my little area, which is small in the grand scheme, however the issues raised remain potent, as it is a microcosm of the problems in planning and implementation of inland rail. This has been a typical theme of ARTC and Michael McCormack, its as if big business and big projects are the sole contributors to Australia's prosperity and farming properties and their 'economic contribution' and 'benefit to social cohesion' are just something that's in the way of an illogical rail line, or in the case of very many small to medium sized businesses in regional towns through Queensland and NSW, something to bypass. We need to be better than this. Why are the economics illogical? It is not economic to pick up goods by truck and transport them to an inland rail depot (where they exist?), then load them onto an inland train, then off load them again and transport these same goods to there final destination. Trucks are efficient from 'door to door', so to speak. This is evidenced by the many old un-used rail lines in NSW and the very many trucking companies that exist today. This is also why its propaganda to say that farmers will benefit from inland rail. Bulk goods that need to be containerised for international freight through logistic hubs like Toowoomba's Interlink can be done, door to door, for example from the farmers harvester to a logistic hub via truck. Up-graded existing brownfield rail lines would also play a roll here. In summary, there is an injustice in motion being committed against farmers, interlink sponsors, Toowoomba residents, Kingsthorpe residents and most importantly the Australian Taxpayer. This injustice has been cloaked behind a veil of ARTC marketing, very questionable ARTC design limitations, coalition government motherhood statements, national party political posturing, illogical economics and big business strategic positioning. I am also suspicious that the cost of the project will more than likely double or triple to what has been stated. Do the Australian taxpayers have to suffer another NBN? It is also sad that many people adversely impacted by inland rail will not put in a submission as they are worried about 'blowback' when it comes to compensation. Yours Sincerely Rob Rich M

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #28

Copied from

Queensland Country Life

10th April 2019

<https://www.queenslandcountrylife.com.au/story/6014553/inland-rail-will-be-built-despite-qld-still-holding-back/>

McCormack: Inland rail will be built despite Qld holding back



Mark Phelps@MarkQCL 10 Apr 2019, 12:13 p.m.

News



INLAND RAIL: Deputy Prime Minister Michael McCormack says the Queensland section of the Melbourne to Brisbane inland rail will be built, despite Queensland still not signing an intergovernmental agreement.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

DEPUTY Prime Minister Michael McCormack says he has no doubt the Queensland section of the \$10 billion inland rail project will be built, despite the Palaszczuk government still having to sign off on the project.

Speaking at the Rural Press Club in Brisbane, Mr McCormack said while deals had been struck with Victoria and NSW, an intergovernmental agreement was still to be reached with Queensland.

"We'll get it built and it will be game changing, it will be nation building; it already is," Mr McCormack told the post-Budget lunch.

We'll get it (inland rail) built and it will be game changing, it will be nation building; it already is "When it is completed, people will look back and say thank goodness you did it." However, there are growing concerns that the 1700km Melbourne to Brisbane project will slip down the federal government's infrastructure priority list, if a Labor government is voted in at the upcoming federal election.

That would effectively see the project stall at Moree.

Millmerran farmer Wes Judd, who speaks for landholders on the agriculturally important Condamine Floodplain, said there was good reason to reconsider the project.

"We're not against infrastructure, but the problem is ARTC (Australian Rail Track Corporation) and the departments do not go to the ballot box," Mr Judd said.

"We need to reassess the business case and make sure this thing stacks up because we just aren't being given all the information.

"Secondly, we need an inquiry into how the strategic planning of the project has been carried out; and understand how and why some of these decisions on routes have been made.

"If this project is just about buying steel, laying down track and creating jobs during the construction phase without having a solid business case, then we need to know."

Goondiwindi mayor Graeme Scheu also expressed concern over a so-called independent review by ARTC of the North Star to NSW/QLD Border (NS2B) section.

"The review will simply show that the criteria set under the multi-criteria analysis report has been followed," Cr Scheu said.

"What it will not show is what this council, along with many landholders, believe are a number of deficiencies in those criteria.

"A flawed process and outdated information have been used to make decisions on this critical infrastructure.

"I fear a decision has already been made and that ARTC is going to engineer its way out of any problem to justify the original decision.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

"We all know that you can do anything with engineering but it comes at a cost - likely millions of taxpayer dollars."

Mr McCormack also flagged the development of the Bradfield Scheme, saying the long-proposed inland irrigation project was possible with sufficient funding.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #29

Copied from

Grain Central

25th February 2019

<https://www.graincentral.com/markets/export/proposed-newcastle-container-terminal-could-save-grain-15-t/>

Proposed Newcastle container terminal could save grain \$15/t

Liz Wells, February 25, 2019



Artist's impression of a ULCV nearing the proposed Port of Newcastle container terminal. Image:
PON

PLANS for a new container terminal are taking shape at the Port of Newcastle (PON) as a way for agricultural exports in the northern half of New South

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Wales to save around \$10-\$15 per tonne on grain they currently ship out of Port Botany and the Port of Brisbane.

The site at Mayfield was previously home to BHP Waratah, and has been leased by the NSW Government to PON, which administers 800 hectares of land.

PON executive manager of customer and strategic development **Ian Doherty** said its ability to accommodate ultra-large container vessels (ULCVs) and long trains were the basis for its competitiveness on freight rates.

These vessels mark the next generation in sea freight, and of containers getting up in scale towards the Neopanamax, which can carry up to 14,000 twenty-foot equivalent units (TEUs) and fit through the recently expanded Panama Canal locks.

“We are designing a container terminal with wharf, berth and landside capacity to be able to accommodate ULCVs carrying more than 10,000 TEUs from stage one,” Mr Doherty said.



Ian Doherty

“From day one, we plan to be handling trains of 1.3-1.5 kilometres in length, and future-proofing the network by giving it scope to take 1.8km trains, which is longer than ARTC can handle today.”

Trains entering Port Botany are currently limited in most cases to around 600 metres.

“As a privatised business we’re looking to grow and, beyond coal, the one that moves the needle is a container terminal.

“Demand for a container terminal has never been greater.”

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Plus for grain

The GrowerCo cooperative has been open in its support of a container terminal in Newcastle, and Boolah Commodity Management principal and GrowerCo member director **Stuart Tighe** said the proposed terminal offered significant savings to agricultural exporters.

“I’d say it could be \$15/t better than the options we have now,” Mr Tighe said.

“It would enhance and grow business opportunities in the container market that may not be there today because of constraints of getting into Botany tied to pathing trains, and it’s cheaper than getting containers into Brisbane by road.

“From Narrabri to Newcastle, there’s already a good heavy railway line that’s servicing coal, and it’s ready to be utilised.

“It would be much more efficient for the industry to be using more rail.”

Cotton benefits

In one of several reports commissioned by PON, Namoi Cotton logistics and commodities manager **David Titterton** said the company expected the proposed terminal at Newcastle to improve the cycle time of its trains, resulting in reduced cost per bale exported.

The Hunter Research Foundation Centre report said Namoi Cotton was increasingly looking to export through the Port of Brisbane as the logistics of getting its trains of 900 metres in length through Sydney’s congested system into Port Botany became more challenging every year.

“If you’re going into Newcastle, your cycle time is that much quicker,” Mr Titterton said in the report.

“You can turn your trains around, hit all your windows and meet all your shipping requirements.”

Namoi packs grain and cotton grown in NSW into containers from multiple sites north of Dubbo, up to and including Goondiwindi on the NSW-Queensland border.

The containers are railed to Port Botany from its Wee Waa and Warren sites, and transported by road to Brisbane from Goondiwindi.

Namoi Cotton said rail delays into Botany can mean missing a ship departure and having the train load go into a container park, increasing costs by up to \$300 per container.

“Getting through Sydney Metro is very difficult.

“If your train is a little bit late, you get held up. Once you miss your window, it can be very costly.”

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Mr Titterton said he expected all containerised cotton and grain would be shipped out of Newcastle if appropriate shipping lines visited the proposed terminal, and it made sufficient empty containers available.

“The port would also need to deal with the challenge of the fluidity of global markets – destinations for Namoi Cotton’s exports change from year to year, as do shipping prices and the lines used.”

Freight from warehouse to Botany is currently around 8 per cent of the cost to Namoi Cotton of a bale of cotton, and around 15pc of the cost to growers of grain.

Region	Next closest port	km saved	km saved	Dollars saved/TEU
Tamworth	Botany	191	40pc	\$517
Gunnedah	Botany	191	38pc	\$517
Gwydir	Brisbane	10	2pc	\$27
Inverell	Brisbane	15	3pc	\$40
Moree Plains	Brisbane	100	20pc	\$270
Armidale	Brisbane	150	31pc	\$404
Narrabri	Botany	191	32pc	\$517
Liverpool Plains	Botany	191	45pc	\$517
Uralla	Brisbane	193	37pc	\$521
Walcha	Botany	209	43pc	\$564

Table 1: The AlphaBeta report compared Newcastle with Port Botany and Port of Brisbane in terms of container transport costs and found savings using Newcastle of \$193 to \$583 per TEU.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Rail interface

The Mayfield site has direct access to the Hunter Valley Rail Network linking to Narrabri and Dubbo, and the Country Rail Network which connects to Narromine and Coonamble.

“Essentially, we are already connected to inland rail via an uncongested rail link,” Mr Doherty said.

PON was also looking at a “full supply-chain model” to incorporate up-country intermodal terminals, where rakes could be assembled to start or add to train sets.

“We anticipate being able to offer exporters in our catchment significant savings as an alternative lower-cost supply chain solution, being the closest port to the freight’s origin.

“In some areas of our catchment, it costs over 30pc more to send freight to either Port Botany or the Port of Brisbane than it would to send freight to the Port of Newcastle via rail.”

Mr Doherty said the proposed terminal would be fully automated, and would enable containers to be unloaded from trains adjacent to the berth without the need for a nearby intermodal terminal.

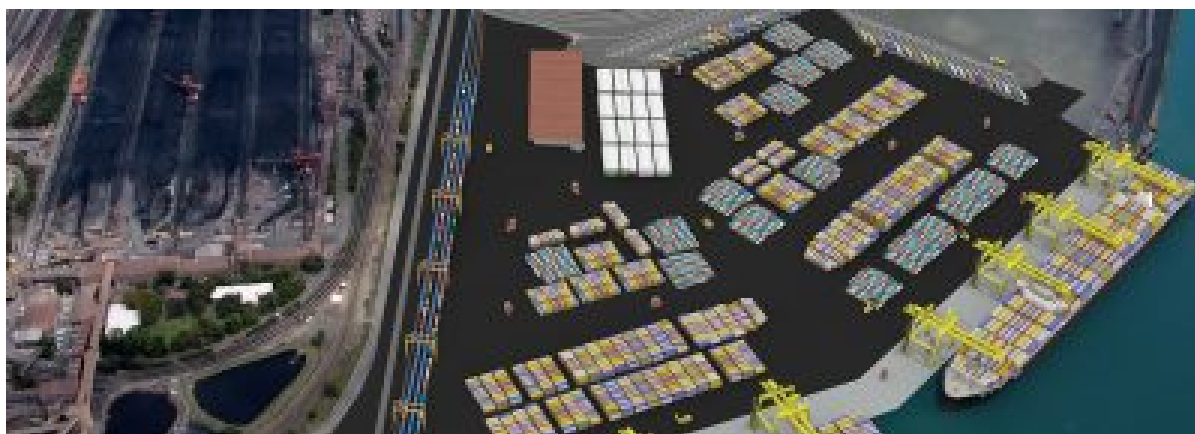
Container growth

Operators at the Port of Newcastle currently handle a total of around 8000-10,000 TEUs per year, mostly timber and trans-Tasman consignments.

“More than 140,000 containers a year come into Newcastle and then go by rail to Botany for export.

“The sooner Newcastle gets its own container terminal, the better.”

The terminal proposes to operate two 800m berths and one 400m berth for visiting ships.



An artist's impression of the proposed Newcastle container terminal. Photo: PON

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Speaking after the release of AlphaBeta's report into the PON container terminal proposal, PON CEO **Craig Carmody** said global shipping companies were moving to very large vessels – those handling up to 18,000 TEU – that substantially reduced the cost per container.

“Australia's east coast ports are unable to efficiently accommodate these large vessels, which are twice the size of the maximum the capital cities can handle,” Mr Carmody said.

He said 1.8M containers were moved globally by sea in 1980, compared with 764M last year, 61pc of them in Asia and Oceania.

PON has said an 8000-TEU vessel has a slot cost around 10pc lower than a 5000-TEU vessel, and ULCVs, with a capacity of up to 20,000 TEUs, have a slot cost around 52pc below that of a 5000-TEU vessel.

PON has said eastern Australia's three major container ports — Botany, Melbourne and Brisbane — were not likely to be able to take ULCVs in the near term.

In 2018, Australia's total throughput of containers will be over 8 million TEU, and had an 11pc cent growth in Australian container volumes.

Already in Newcastle

PON is jointly owned by Australian superannuation vehicle The Infrastructure Fund (TIF) and China Merchants Ports, one of the world's biggest terminal operations.

Its agricultural lessees are GrainCorp and Newcastle Agri Terminal (NAT) at Carrington, and Cargill on Kooragang Island, which is also the home to PON's major tenant, Port Waratah Coal Services.

With three terminals, it is the world's largest coal-export facility, and loads 160Mt tonnes of coal per year.

This arrives via the ARTC rail network, which links to the proposed Melbourne to Brisbane Inland Rail Project.

The container terminal site is the only one at PON the company plans to operate itself.

Other industries

Tomago Aluminium is located roughly 20km from PON, and annually exports more than 500,000t of aluminium in containers which are currently railed into Port Botany for shipment.

They are expected to be one of the Newcastle container terminal's volume customers, as are meat exporters currently rail-freighting containers out of sidings including Dubbo.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Mr Doherty said there was a strong case for a balance of container import/export volumes through the Mayfield site.

“Our preliminary analysis has identified several import trades destined for locations within the port’s catchment, particularly in the mining and manufacturing industries, as well as a share of containerised imports to service the regional population.”

Next phase

Negotiations with DP World, which operates one of Port Botany’s three container terminals, to operate the Newcastle facility have terminated amicably.

“We’ve got the design completed, and we’re now moving into planning approvals, and a more detailed design.”

“We already have a basic design for the terminal, and it’s more aligned with Flinders Ports in Adelaide, where we will own and operate the facilities.”

A construction phase of up to two years is not expected to start before 2021, which gives the PON container terminal an earliest opening date in 2023.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #30

Copied from

Farmonline

3rd July 2019

<https://www.farmonline.com.au/story/6254184/newcastle-port-wins-critical-nats-backing/>

Newcastle container port wins critical Nats backing



Gregor Heard@grheard 3 Jul 2019, noon



A container port at Newcastle would have a catchment through north-west NSW, which has an efficient rail network to bring the grain to port.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

A PRIVATELY funded \$1.8 billion container port at Newcastle has won critical political backing, with the NSW National Party formally deciding to support the removal of levies that are hampering the port's development.

The port developers have been lobbying the NSW Berejiklian Coalition Government to [remove a NSW government tariff on every 20-foot container](#) (a normal size for grain cargoes) of \$100 for deliveries outside Port Botany and Port Kembla.

This is due to an arrangement made by the NSW government previously when it leased both the Port Botany and Port Kembla container ports to protect the income of the businesses leasing the facilities.

Winning the support of the junior member of the Coalition is critical in getting the government to overturn its policy, which is also being investigated by the Australian Consumer and Competition Commission (ACCC) for potential anti-competitiveness.

Port of Newcastle chief executive Craig Carmody congratulated the Nats on the party's decision, saying it was in the best interest of the state's regional economy.

"This is further recognition of the significant economic and productivity opportunities ready to be unlocked for internationally-trading businesses throughout the state," Mr Carmody said.

Repealing the tariff would be critical in getting the project off the ground.

While Mr Carmody said he believed the project was extremely competitive on the open market, he felt the \$100 per container impost would make it difficult to go head to head against other facilities.

"It would just be too big a head start."

Early feasibility studies have revealed the Newcastle container port could cut freight costs for farmers through its catchment zone by between \$12 and \$20 a tonne and see grain go to the closest port.

At present, many containerised exports from north-west NSW go via Brisbane.

Mr Carmody said there were benefits for Sydney as well in terms of minimising congestion on its already stretched transport links, quoting a Deloitte Access Economics report last year that found the Newcastle port's catchment area already generates 500,000 full TEUs (standard 20-foot shipping containers) annually, the majority of which currently go through Sydney.

He said the inland rail project, which has Newcastle as the only east coast port connected in its first stage, would also be a boost for the facility.

Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

Document Reference Number #31

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INQUIRY INTO NATIONAL FREIGHT AND SUPPLY CHAIN PRIORITIES

Submission by Port of Newcastle

July 2017



INQUIRY INTO NATIONAL FREIGHT AND SUPPLY CHAIN PRIORITIES

Submission by Port of Newcastle
July 2017



Submission for Senate Inquiry into Management of the Inland Rail project by the Australian Rail Track Corporation and the Commonwealth Government:

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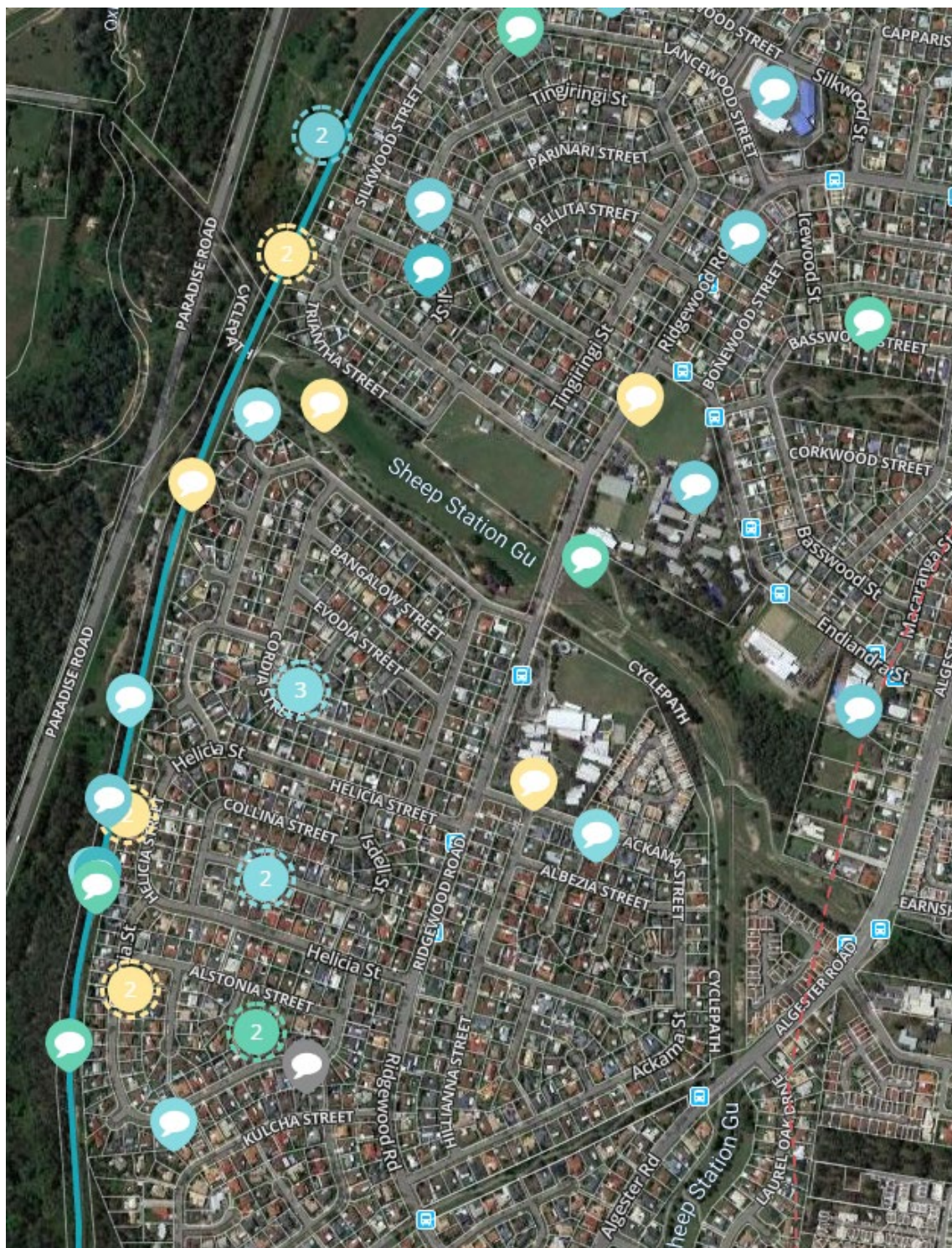
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Document Reference Number #32

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Satellite Photo Showing Morally Unacceptable Closeness of Inland Rail to Homes in SE Queensland



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https://www.sourcewatch.org/index.php/Existing_coal_export_terminals_in_Australia

Existing coal export terminals in Australia

Name of terminal	Location	State	Owner	Operator	Ownership status	Current capacity	Proposed capacity by 2020
Abbot Point Coal Terminal	south of Townsville	Queensland	Ports Corporation of Queensland	Mundra Port Pty Ltd, an Adanai Group subsidiary	Public ownership operated under 99 year lease	50	230
Brisbane Coal Terminal	Brisbane	Queensland	Queensland Bulk Handling, a subsidiary of New Hope Corporation	Queensland Bulk Handling	Private	10	10
Barney Point Coal Terminal	Gladstone	Queensland	Gladstone Ports Corporation	Gladstone Ports Corporation	Government Owned Corporation	8	
Port Kembla Coal Terminal	Port Kembla	New South Wales	Port Kembla Ports Corporation	BHP Billiton for Port Kembla Coal Terminal conortium	Government Owned Corporation	15	25
Hay Point Coal	south of	Queensland	BHP Billiton	BHP Billiton	Private	44	55

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Name of terminal	Location	State	Owner	Operator	Ownership status	Current capacity	Proposed capacity by 2020
<u>Terminal</u>	Mackay	Q					
<u>NCIG Coal Export Terminal</u>	Kooragang Island, Newcastle	New South Wales	Newcastle Coal Infrastructure Group	Newcastle Coal Infrastructure Group	Private	30	53
<u>Carrington Coal Terminal</u>	Newcastle	New South Wales	Port Waratah Coal Services	Port Waratah Coal Services	Private	25	
<u>Kooragang Island Coal Terminal</u>	Newcastle	New South Wales	Port Waratah Coal Services	Port Waratah Coal Services	Private	88	136
<u>RG Tanna Coal Terminal</u>	Gladstone	Queensland	Gladstone Ports Corporation		Government Owned Corporation	70+	69
<u>Dalrymple Bay Coal Terminal</u>	south of Mackay	Queensland	North Queensland Bulk Ports Corporation	Dalrymple Bay Coal Terminal Pty Ltd	Government Owned Corporation	68	85

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