Hi Dr Kerry Schott AO,

THEME 2 - THE SERVICE OFFERING OF ARTC
TRANSIT TIMES FROM TOOWOOMBA (GOWRIE) TO BRISBANE (ACACIA RIDGE)

Because of the disproportionate cost (40% of the total Inland Rail cost) and impact of the IR sections from Gowrie to Brisbane, there has been calls for IR to be terminated at Gowrie and any Brisbane freight to be road freighted to its final destination. The final part of any future rail freight to Acacia Ridge would have to be road hauled to its final destination in any case and Linfox and other transport companies have stated that goods can be road freighted from Toowoomba direct to destinations in the greater Brisbane area in 2 hours or less.
ARTC have attempted to counter this suggestion by stating that IR trains can travel from Gowrie to Acacia Ridge in 2 hours and 5 minutes.
People from the Ivorys Rock Conservation Centre and myself met with Don Piggott (ARTC Project manager)at Peak Crossing in March to debate this claim by ARTC.
As a result, Don e-mailed information to us which showed the times that ARTC had modelled on the 4 sections from Gowrie to Acacia Ridge - Gowrie to Helidon (G2H); Helidon to Calvert (H2C); Calvert to Kagaru (C2K); and Kagaru to Acacia Ridge (K2AR).

Upon analysis, however, and using ARTCs times and distances for the above 4 sections, some alarming points are revealed.
The speed of heavily laden trains down the 25 km descent of the Toowoomba Range is bad enough, but the average speed required by trains to complete the 47 km from Helidon to Calvert in 26 minutes, is quite horrifying.
It works out that **the average speed through the Lockyer Valley (H2C) and passing through Gatton and Forest Hill is 108 kph!**
Surely this speed will not be the case for trains passing though Gatton (where there are no planned level crossings), but consider Forest Hill where the town people will be obliged to use a level crossing to cross the IR bisecting their town.

ARTC needs to "come clean" on the real impacts of IR in the Lockyer region. If they don't know the extent of these impacts, then they should be obliged to find out and advise the communities through which IR is to pass.

ANALYSIS OF SPEEDS OF INLAND TRAIN SPEEDS FROM GOWRIE TO ACACIA RIDGE
Up to date(April 2022) modelling from ARTC re transit times quotes
Gowrie to Helidon (G2H) - 35 minutes
Helidon to Calvert (H2C) - 26 minutes
Calvert to Kagaru (C2K) - 37 minutes
Kagaru to Acacia Ridge (K2AR) - 27 minutes TOTAL - 2 hours 5 minutes

Now the respective distances of the above sections are :-
G2H = 28 km
H2C = 47 km

C2K = 53 km
K2AR = 40 km

Therefore, the sequential SPEEDS are
G2H - 48 kph (down the Toowoomba Range)
H2C - 108 kph (through the Lockyer Valley and Gatton and Forest Hill)
C2K - 86 kph
K2AR - 89 kph (along the existing Sydney Interstate Line and through southern Brisbane suburbs)

G2H - 6000 t trains travelling down a continuous 1:64 gradient from the west portal of the tunnel for apx 25km at 48 kph. ARTC have stated to me several times that the descent speed G2H will be limited to 35kph for laden trains. This new speed is 37 % FASTER!
Note - this does NOT allow for descending trains having to stop at crossing loops to give way for any up-coming trains.

H2C - Average speed through the Lockyer Valley will be 108 kph. This will be threatening news for residents of Gatton, Forest Hill, and Grandchester. If the trains ARE obliged to slow down for these towns as you would expect, then the average speed between them will obviously be MORE than 108 kph !!!!

C2K and K2AR - Both these average speeds are well in excess of the mandated speed for freight trains in Qld. Whether ARTC will have some sort of exemption from the Qld Govt to travel faster than 80 kph on IR, who knows? But, in any case, the trains will still have to travel through the southern urban areas of Brisbane and you'd have to think that this area would be subject to restricted speeds.

Don Piggot argues that the TOTAL service offering of 24 hrs Melb to Bris is the critical time - not the times for individual sections. But surely the TOTAL time is the sum of ALL the individual sections. So each section is as important as another.
ARTC have put the timings (attached "piggot.pdf") together to attempt to prove that a 2 hour 5 minute transit time G2AR is achievable. The speeds quoted above should prove that this time is underestimated and unrealistic and could only be achieved by trains travelling dangerously fast down the escarpment and actually speeding through the Lockyer Valley area.

ARTC have stated many times that the basis of approval for Inland Rail was the ability to provide a SERVICE OFFERING of 24 HOURS to customers.
The above exposing of the quoted Transit Time of the 168 km G2AR sections as being LESS than what is realistic or practical could very well indicate that this critical 24 hour Service time is NOT ACHIEVABLE -particularly if there have been similar timing miscalculations on other Inland Rail sections as well.

Kevin Loveday [redacted]

[redacted]

I confirm that this submission and the attachments can be uploaded and made public.

[redacted]

[redacted]

Following our recent meeting at Alison's house, and in response to your request around **current modelled and estimated transit times**, I am advised by our senior subject matter experts the transit times for the sections you

	Northbound **Transit Time** **(As at Apr. 2022)**	**Southbound** **Transit Time** **(As at Apr. 2022)**
Gowrie <> Calvert:	**1h 01m**	**1h 13m**
Gowrie <> Helidon	35m	42m
Helidon <> Calvert	26m	31m
Gowrie <> Acacia Ridge	**2h 05m**	**2h 20m**
Gowrie <> Helidon	35m	42m
Helidon <> Calvert	26m	31m
Calvert <> Kagaru	37m	41m
Kagaru <> Acacia Ridge	27m	26m
Gowrie <> Bromelton SCT	**1h 52m**	**2h 04m**
Gowrie <> Helidon	35m	42m
Helidon <> Calvert	26m	31m
Calvert <> Kagaru	37m	41m
Kagaru <> Bromelton SCT	14m	10m

Current modelled transit times as at April 2022 – subject to change with further project development

I would note that the advice I have received is that these transit times have been recently updated and are subject to change following design reviews and updates to the baseline model. I think it is also important to highlight that when we talk about transit times, we are looking at across the program and its alignment to deliver between Melbourne and Brisbane in under 24 hours. While there are projects for different sections of Inland Rail delivery, the whole alignment and what it achieves is the primary aim – and all modelling reflects that the Melbourne to Brisbane timing is achieved in under 24 hours. So while you are seeing some incremental changes in the modelling information provided, we are still achieving that primary aim for Melbourne to Brisbane and isolating one section at one point of time does not reflect an accurate picture of what we will be delivering with the project.

Cheers

Don

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