

To the Independent Review Committee of the Inland Rail Route chaired by Dr Kerry Schott AO,

We the members of the Toowoomba South Branch of the Australian Labor Party wish to submit the following concerns for review by the Inland Rail Route review Committee.

That Inland Rail Route review Committee re-evaluate the decision of the previous Government to change the ARTC 2010 alignment for the Border to Gowrie section of the Inland Rail, described in the Melbourne-Brisbane Inland Rail Alignment Study Final Report (July 2010 ARTC), and the MBIR Options Analysis Project - Issues Identification and Alignment Refinement of the ARTC Inland Rail Alignment between Toowoomba and the NSW Border Final Report July 2015 SMEC), to the current alignment following the Gore Highway past Pittsworth, and that the re-evaluation process include the following:

- 1. A more rigorous assessment of noise and visual impacts to the residents of Pittsworth.**
- 2. A more rigorous assessment of the potential impacts to the future growth of the township of Pittsworth.**
- 3. A more rigorous assessment of the perceived economic benefits of the inland rail alignment passing in the proximity of the Toowoomba West Airport.**
- 4. Further assessment of alternative freight movement options created by the opening of the Toowoomba Bypass / Toowoomba 2nd Range Crossing.**
- 5. The proposed Rail route from Toowoomba to Brisbane (Acacia Ridge) of the freight carried by the Inland Rail from the terminal at Charlton (western outskirts of Toowoomba) considering the elevation drop of 400 metres plus in the distance of approximately 6 to 8 kilometres. Also the coexistence of the proposed rail and the Warrego Highway and other road networks.**
- 6. The Impact of large volumes of heavy vehicle traffic transporting shipping containers from Acacia Ridge to the Port of Brisbane and vice versa.**
- 7. A through assessment of the use of Abandon Rail and Land owned by the Rail around the areas of Rossvale and Mount Tyson north of Pittsworth , which as mentioned above was the ARTC's original route.**
- 8. The option of the Inland Rail going from the boarder at Goondiwindi to the Port of Gladstone, as per the original route of the Inland Rail. The port of Gladstone is a deep water port with room for expansion and has an under utilized grain handling facility compared to the port of Brisbane having a maxed out grain handling facility leaving trucks queuing for many hours to unload. A conversation I had with two learned persons regarding the route from Goondiwindi to Gladstone was 6 Billion dollars cheaper.**

There are so many drawing board redesigns that need to be considered.

Please accept these 8 concerns for review by the Independent Inland Rail Route review Committee .

Michael Smith

