

## **INDEPENDENT REVIEW INTO THE DELIVERY OF INLAND RAIL PROGRAM**

**Submission by Marlene Moriarty,** [REDACTED]

This submission will deal with the Calvert to Kagaru (C2K) section of the Inland Rail Program only with respect to responses to Terms of Reference (b) (iii) and (iv); and (f).

### **Introduction – C2K**

C2K dissects the Flinders to Peak Crossing movement corridor and is a known koala movement corridor. C2K cuts straight through the Karawather – Greenbank - Flinders Biodiversity Corridor which is recognized by the Queensland State Government for significant conservation, recreation, cultural heritage and social values. This corridor is identified as a landscape corridor in desired Regional Outcomes 3.2 of the South East Queensland Regional Plan 2009-2031.

This corridor is a recognised habitat for endangered species such as the Regent Honey Eater, Swift Parrot, brush tail rock wallaby, spotted tail quoll and listed vegetation species such as Lloyds Olive.

### **Terms of Reference Points (b)(iii) and (iv)**

#### **Kagaru**

The notion that Kagaru as a suitable endpoint is a failure of good and strategic planning. Kagaru is basically in the middle of nowhere, has virtually no road transport linkages and is situated in a low lying area which is subject to regular flooding.

Kagaru is in a rural zone. Currently there is no road plan for the area and no road structure which could possibly provide efficient linkages with freight infrastructure. It is not close to the Mt Lindsay Highway. Kagaru is too close to Flagstone and the potential site for the Flagstone Satellite City which is destined to have 51,500 new homes housing a population of 138,000 people.

Kagaru is on the flood plain of Teviot Brook and Logan River and regularly floods. It is dissected by Teviot Brook which receives water releases from Wyaralong Dam to Cedar Grove Water Treatment Plant – part of the South East water grid.

Kagaru has no access to major road networks or freight routes. The primary road servicing Kagaru is rural and passes through and services the priority development area – Flagstone Satellite City.

Kagaru is not a good or suitable place for an intermodal hub.

#### **Acacia Ridge**

Acacia Ridge is an intermodal hub which ARTC has acknowledged is not sufficient in size to meet the needs of the proposed 2km plus long trains to be used by Inland Rail.

Acacia Ridge to Port of Brisbane Inland Rail link was the subject of an article on the ABC news internet site written by Lucy Stone and posted on 22 October 2022. The key points of the article were:

- “Brisbane City Council says an automated rail tunnel between Acacia Ridge and Port of Brisbane is needed.
- The connection between Acacia Ridge intermodal and the Port is a critical link for Inland Rail.
- Such a tunnel would have “significant” community benefit.”

The article states that Inland Rail currently intends to use existing shared passenger and freight rail lines between Acacia Ridge and the Port using single-stacked trains through suburban Brisbane to complete the 1700km journey from Melbourne.

It is reported that the tunnel would be 38km in length and discussions had taken place between the previous Federal government and the Brisbane City Council about the proposed tunnel.

Acacia Ridge is not a good choice for an intermodal hub. An intermodal hub at Ebenezer would be a good choice and offers the desired outcomes of Terms of Reference (b)(iv) which an investigation of Ebenezer would confirm.

#### **Terms of Reference Point (f)**

ARTC’s engagement and consultation with stakeholders along the route is one of bullying, threats and

intimidation. ARTC lacks integrity and honesty in its engagement and consultation with stakeholders. **Land Access Agreements.** ARTC asked me to sign a Land Access Agreement (Agreement) several times and I refused their request. On 22 March 2022 an ARTC officer – David Tyson - contacted me by email using bullying tactics to force me to sign the Agreement. He threatened that if I did not sign the Agreement he would seek a court order to gain compulsory access to my property under s109A Transport and Infrastructure Act (1994) (Qld).

This ARTC officer displayed a lack of integrity and honesty in that he did not inform me that if an order was granted the legislation gave me the right to refuse entry to my property. My property is on the eastern side of the existing rail corridor. Any proposed Inland Rail work would be performed on the western side of the existing rail corridor. Therefore access to my property was not necessary or justified.

The threat of the s109A order was used to intimidate me and hopefully force me to sign the Agreement. S109A states that it will permit compulsory access to investigate the land's potential as a rail corridor. It is arguable that my property would not meet the threshold test for seeking a compulsory order under s109A because my property is on an existing rail corridor for which ARTC have no plans to expand in that particular area. To date a s109A order has not been given to me.

In light of the bullying, threats and intimation towards me by David Tyson, ARTC allowed this officer to contact me again on 19 September 2022 by phone. On 19 September 2022 I emailed David Tyson and asked him to advise why he was contacting me. He did not bother to respond.

**Expert Reports.** The reports provided by ARTC experts on air quality, noise, vibration etc by the use of modelling must be scrutinised as to the accuracy of their reports. At a meeting of the Community Consultative Committee at Jimboomba (2020 or 2021) the expert on air quality admitted the report to be 40% accurate only. Until challenged the expert misled the committee and audience that air quality was satisfactory and within acceptable limits based on the modelling she had used.