

## Lockyer Electorate Office

**From:** Lockyer Electorate Office  
**Sent:** Tuesday, 5 August 2014 8:50 AM  
**To:** Lockyer Electorate Office  
**Subject:** \*\*\*\* IAN IAN IAN \*\*\*\*

SFR C

Ian - information on John Fullerton below from ARTC website -

### Mr John Fullerton

Mr Fullerton is the Chief Executive Officer and Managing Director of Australian Rail Track Corporation Limited. Mr Fullerton was appointed to the position in February 2011. Prior to this appointment, Mr Fullerton was the Chief Executive Officer of FreightLink (the owner and operator of the Adelaide to Darwin railway), the Chairman of Rail CRC Pty Ltd and a Director of Tasmanian Railway Pty Ltd. Mr Fullerton has held a range of other positions in the rail industry. These appointments include; Chief Operating Officer of the National Rail Corporation and Divisional General Manager (Operations) at Pacific National.

Mr Fullerton is a member of the following ARTC Committees:

- Audit & Compliance
- Environment, Health & Safety
- Business Development & Marketing
- People, Policy & Remuneration
- Risk Committee

You attended the Melbourne to Brisbane Inland Railway Briefing at Ipswich on Monday, 2 June 2014

H

2.75 Billion - 2-3 Billion

UDA - Flagship - degar - passenger rail?

less resources

Business - New Hope & other will not  
want the longer slower route.

No email Busy!

Get this right - eg tunnel Toowoomba  
NORTH

Tom WATSON

9 PHIL MOSTERT

LOCKYER

Gather light Horse.

S FRL

INLAND RAIL

Response from  
Warren Truss

**Lockyer Electorate Office**

**From:** Truss, Warren (MP) <W.Truss.MP@aph.gov.au>  
**Sent:** Monday, 17 June 2013 9:50 AM  
**To:** Lockyer Electorate Office  
**Subject:** Inland Rail

Dear Mr Rickuss,

Thank you for your e-mail, received 29 May 2013, regarding the route for the Toowoomba to Brisbane section of the proposed inland rail.

I have previously acknowledged that the precise route for the inland rail is far from settled. In addition to alternative routes from Toowoomba to Brisbane, there are also different proposals in New South Wales and Victoria that are yet to be finalised. However, I am aware that a proposed route through Bromelton has been of interest to those companies that would be the predominant users of the line because of its location as a site for a future major intermodal terminal.

In terms of making a final decision, there will always have to be a balance between cost, timely construction, efficiency and demand, amongst other factors. Before any decision is made community consultation and further engineering studies will have to be undertaken. These processes will necessitate the strong cooperation and collaboration of all three levels of government along the proposed route options.

I trust that this information has been of assistance.

Yours sincerely,

Hon. Warren Truss MP  
Leader of The Nationals

## Lockyer Electorate Office

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**From:** Lockyer Electorate Office  
**Sent:** Tuesday, 28 May 2013 10:58 AM  
**To:** 'W.Truss.MP@aph.gov.au'  
**Subject:** Member for Lockyer - Southern Freight Rail Corridor

Warren

In regard to the story in the Courier Mail on the weekend in relation to the Port of Brisbane, the Southern Freight Rail Corridor (SFRC) from Bomelton could be the worse most expensive option.

As you can see from the attached map there are numerous options to be looked at and the decision that was made by the previous Labor government in Queensland was purely a political decision, not a decision made on common sense or viability of the project.

The SFRC through Bromelton would add an extra 70 to 80 kilometres of travel to the western route where most of the freight for the Port of Brisbane comes from. It is difficult terrain and very expensive.

Unfortunately, this is another piece of Labor chaos that we have inherited as a State government and regrettably could also flow on to the Federal realms of power.

If you or any of your officers have any questions in relation to these issues I am more than happy to discuss them with you.

I have been involved in the SFRC project and understand the stupidity and lack of thought that has been put into it through Labor cronyism and poor political decisions.

The LNP government inherited the SFRC and it has never been before our party room or Cabinet, to my knowledge.

Please contact me if you wish to discuss this matter further.



SFRC option  
N2.pdf

Regards

***Ian Rickuss MP***

Member for Lockyer

Ph: (07) 5462 2772

1800 817 791

Fax: (07) 5462 2388

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**From:** Lockyer Electorate Office  
**Sent:** Monday, 27 May 2013 2:11 PM  
**To:** [russell.smith@portbris.com.au](mailto:russell.smith@portbris.com.au)  
**Subject:** FW: Member for Lockyer - SFRC Options N1 & N2

Russell,

As you can see from the attached map below, there are many cheaper and easier to deliver options than the Southern Freight Rail Corridor. I feel that the previous Government was delusional in highlighting the S1 Option, as there is not even a road built through that difficult terrain, and why go 100 km south of Brisbane just to go West.

I am more than happy to have further discussions on these matter with you.

Kagaru to rosewood qld

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Did you mean: **Kagaku** to rosewood qld

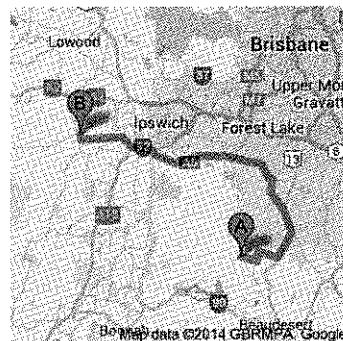
Kagaru QLD

1 h 3 min

In current traffic: 1 h 9 min

Rosewood QLD

76.1 km



Southern Freight Rail Corridor Study (Department of ...

[www.tmr.qld.gov.au](http://www.tmr.qld.gov.au) > Projects > Projects by name > Projects — S ▾Freight movement across **Queensland** is expected to double by the year 2020. ... the Western Railway south of Rosewood to the interstate rail line near Kagaru, ...GREENBANK TO ROSEWOOD  
47.3 KMKAGARU TO ROSEWOOD  
76.1 KM

KAGARU TO GREENBANK 29 KM

SFR C VIA KAGARU APPROX  
55 KM longer

55 KM x \$50,000 PER KM

= 2.750 BILLION \$

Greenbank to rosewood qld

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About 1,300,000 results (0.29 seconds)

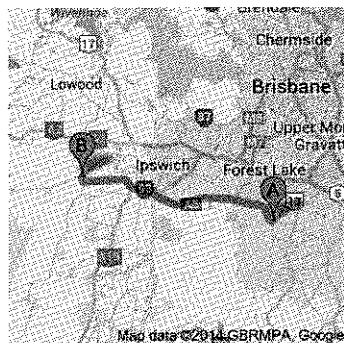
Greenbank QLD

39 min

In current traffic: 39 min

Rosewood QLD

47.3 km

**Septic Tank Cleaning Services in Greenbank, QLD 4124**[www.yellowpages.com.au/find/septic-tank-cleaning.../greenbank-qld](http://www.yellowpages.com.au/find/septic-tank-cleaning.../greenbank-qld)Find Septic Tank Cleaning Services in **Greenbank, QLD 4124** in Yellow Pages® ...**Greenbank.** 5. Highland Park. 5. Indooroopilly. 5 ..... **Rosewood QLD 4340** ...**Grain & Produce—Retail in Greenbank, QLD 4124 - Yellow ...**[www.yellowpages.com.au/find/grain-produce-retail/greenbank-qld](http://www.yellowpages.com.au/find/grain-produce-retail/greenbank-qld)Find Grain & Produce—Retail in **Greenbank, QLD 4124** in Yellow Pages® ...

Kagaru to Greenbank qld

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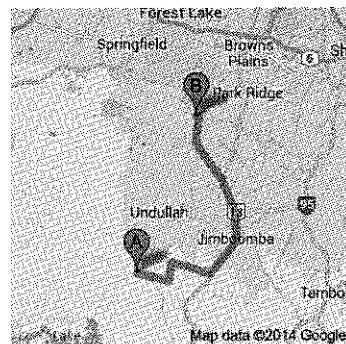
Kagaru QLD

**26 min**

In current traffic: 30 min

Greenbank QLD

29.0 km

**Kagaru Love | Southern Region, QLD | Free To Join RSVP ...**[www.rsvp.com.au](http://www.rsvp.com.au) > AUSTRALIA > Queensland > Southern Region ▾Results 101 - 106 of 106 - 45, Male, 5'10/177 cm, Logan, **QLD (Greenbank)** Within

10km of Kagaru. "Moving Forward, Wanting to Feel Young again ". Last online: ...

DEPARTMENT OF STATE DEVELOPMENT, INFRASTRUCTURE AND PLANNING  
INLAND RAIL FORUM – 1 APRIL 2014



Speaking about the media reports about Forward Ipswich

when we got it all audited and finalised last week and there's still

the Mayor's Community Fund, he said.

personally to see them today and much we've raised."

and stealing.

The court heard in early May Busby was seen by a security guard at Coles Redbank hiding salami and a chocolate milk, worth \$5.26, down his pants.

On May 28 Busby and two others attended a motorcycle shop in Beaudesert. While one of the men was speaking to a salesman another grabbed his phone and wallet from a room and fled when the alarm was raised.

Busby was ordered to undertake 13 hours of community service and pay \$200 restitution for the wallet and \$5.26 for the groceries.

## Woman claimed she found drugs on street

A MOTHER who claimed she found 42g of cannabis "on the street" has been fined.

Samantha Lea Green, 20, pleaded guilty at the Ipswich Magistrates Court yesterday to possessing dangerous drugs.

The court heard on May 17, Green was spoken to by police on an unrelated matter. They searched her handbag and found a container with 42g of cannabis in it.

She told the police she had found the drugs "on the street" and put them in her bag. The court heard she had prior convictions for similar offending. She was fined \$400.

## Draft waste plan now open for consultation

SOMERSET Regional Council has released its draft Waste Reduction and Recycling Plan for public consultation.

Residents who would like to make comment on the draft plan, which is available on council's website and in its administration offices, have until 5pm on June 16.

# Inland rail to remove freight burden

Kieran Banks

kieran.banks@qt.com.au

PLANNING for an inland freight rail line is under way with the proposed track to run through the outskirts of Ipswich and properties likely to be acquired.

The Australian Rail Track Corporation visited Ipswich yesterday to outline plans for the 55km stretch of rail from Rosewood to Kagaru, which will link Ipswich with the national rail system.

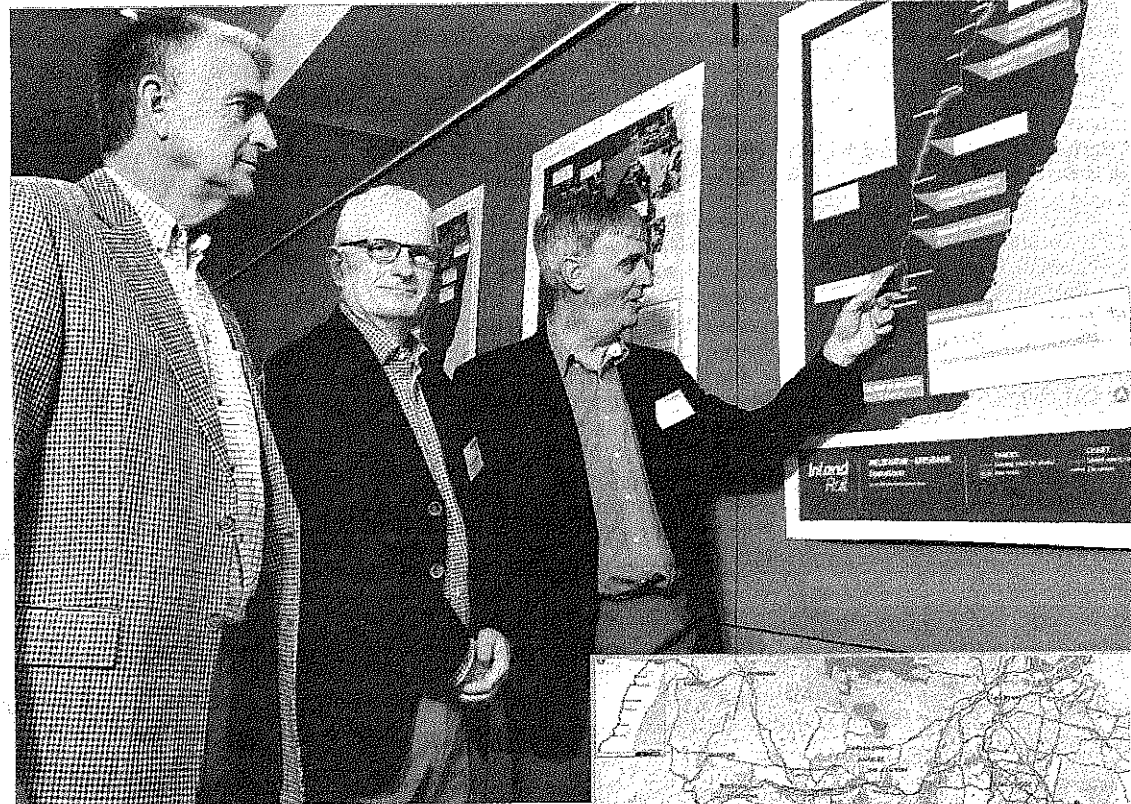
The new track will divert all freight from the Ipswich commuter line and potentially the Ipswich Mwy, freeing up space for additional passenger services.

The track extends through Peak Crossing and Harrisville, with some properties split by the line already acquired.

The line meets up with the existing line from NSW and will bring freight to a freight terminal at Acacia Ridge which links to the Port of Brisbane.

Last week the ARTC and the Port of Brisbane signed a co-operation deed to develop a plan to construct the line over a 10-year period.

Former National Party leader and Inland Rail Implementation



**ON THE MOVE:** Inland Rail Implementation Group chairman and former deputy prime minister, John Anderson, Australian Rail Track Corporation CEO John Fullerton, and GM Peter Winder. **RIGHT:** A map of the proposal with the new track marked in red and the existing track in blue. PHOTO: DAVID NIELSEN

Group chairman John Anderson is touring the project team and said the Rosewood section of the rail line was prioritised because it had been the missing link in the system for so long.

ARTC inland rail construction manager Jim Armstrong said the line would be constructed over a greenfield link, and some land

acquisitions had commenced.

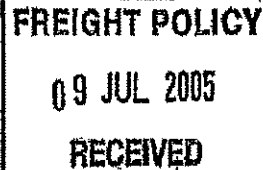
He said the line would have several benefits for Ipswich.

"It's more about it presents opportunities for freight which is currently going down the Ipswich corridor and into Brisbane – to move that freight out of that corridor and move out to Acacia

Ridge to free up potential passenger capacity in that network," he said.

"It (currently) goes straight through the Ipswich network and gets interwoven with the whole commuter network which is one of the reasons why it is a priority."





Queensland  
Government

Our Ref:  
Contact: *Jacqui Vock*  
Telephone: 3247 5443  
Facsimile: 3235 4563  
Email: *Jacqui.Vock@digpsr.qld.gov.au*

Office of Urban Management

Department of  
Local Government, Planning,  
Sport and Recreation

23 June 2005

645/0007001  
P18664

Mr Renny Phipps  
Director (Freight Policy)  
GPO Box 1549  
BRISBANE QLD 4001

Dear Renny

**Contribution to Southern Infrastructure Rail Corridor Study**

This letter seeks your confirmation that Queensland Transport will partner the Office of Urban Management and the Department of State Development and Innovation on a third-share basis, a preliminary study into a potential southern infrastructure corridor between Ebenezzer and the Interstate rail line as per the attached brief.

The estimated total cost of the study was \$94 987 including GST. Queensland Transport's third share is \$31 662 including GST.

It is intended that the Department of Local Government, Planning, Sport and Recreation will manage progress payments to the consultant and invoice your department at the earliest convenience for your study contribution.

Our relevant contact for financial matters is Ms Lisa Brown on 3235 4557.

I look forward to your confirmation that the above third share and invoicing arrangements are satisfactory.

Yours sincerely

Paul Peters  
Principal Advisor  
Office of Urban Management

Level 4 61 Mary Street Brisbane  
PO Box 15031, City East Qld 4002  
Telephone 07 3247 5446  
Facsimile 07 3235 4563  
Website [www.ourm.qld.gov.au](http://www.ourm.qld.gov.au)  
ABN 61 331 950 314

## BRIEF FOR DECISION

- ☐ CBRC/Cabinet related
- ☐ ECM related
- ☐ Election commitment



Queensland  
Government

Queensland Transport

|                      |  |      |             |
|----------------------|--|------|-------------|
| FOR                  | Minister for Transport and Main Roads  |      |             |
| FROM                 | Rail, Ports and Freight Division   |      |             |
| SUBJECT              | Southern Infrastructure Corridor final route option endorsement study  |      |             |
| Requested by         | N/A  |      |             |
| Approval required by | 08/01/07<br>To enable finalisation of the project brief so that Invitations to Offer can be sent out in late January 2007. |      |             |
| Reference Number     | E37735 MBN5518   | Date | 18 DEC 2006 |

### 1. RECOMMENDATION(S)

It is recommended that you:

- note the current progress of the Southern Infrastructure Corridor – Stage 2 (SIC2) rail corridor study; and
- approve the next step to invite offers by Public Invitation to undertake a detailed study of the preferred Central C3 route option (or a variation of it) for evaluation within your financial delegation level of \$1.5m. This study will be sufficiently detailed to enable scoping of the potential impacts that will be investigated as a part of the preparation of an Environmental Impact Statement at a later date.

### 2. BACKGROUND SUMMARY

The *South East Queensland Infrastructure Plan and Program 2005 – 2026 (SEQIPP)*, released by the State Government in April 2005, identified funding for the planning of the Southern Infrastructure Corridor - Ebenezer to the Interstate standard gauge rail. To date, a pre-feasibility desktop analysis of eight potential route options has been completed. This pre-feasibility study (Stage 1) was jointly funded by Queensland Transport, the Office of Urban Management and the then Department of State Development and Innovation. It was completed by Maunsell Australia in August 2005.

Briefing note MBN3210, which you noted on 16 March 2006 (Attachment 1), indicated that the Stage 1 study concluded with the recommendation that two route options warranted further investigation, one Northern (N1) and one Central (C3).

Cabinet Budget Review Committee Decision 1314 Submission No. 1984 on 17 March 2005 approved \$2m under SEQIPP to conduct further detailed investigation of the preferred options.

The Northern (N1) route is now considered undesirable as it impacts upon the urban footprint (see Attachment 2), and compromises future residential plans in the Springfield, Ripley and Camira areas and will also conflict with the Darra - Springfield passenger only rail line. It is recommended, therefore, that the rail line should be contained within a corridor distant from planned residential areas, thereby removing freight trains from conflict with the passenger network, and ensuring that both freight and passenger services can be operated in a timely and efficient manner.

Stage 2 of the study will investigate a rail only corridor within a band of interest for the Central C3 route option and will confirm whether this, or a variation of it, is the most suitable corridor, taking into consideration the sensitive conservation areas of the Goolman-Flinders ranges and areas of severe topography.

All the route options were investigated for multi-user transport purposes, however the terrain constraints for the Central and Southern options do not allow for the co-location of a road within the rail corridor. All relevant agencies concur with the decision to pursue the study to identify a corridor for rail purposes only. ✓

Queensland Transport (QT) is the lead agency for the rail study, which is being project managed by Rail, Ports and Freight Division (RPF). The study approach will be generally analogous to that taken for the Nambour to Landsborough Corridor Study and will facilitate corridor acquisition of the alignment if agreed to by Government. However, it is intended, at this time, not to seek designation by the Coordinator-General (CoG) to declare the project a 'significant project' under the provisions of the *State Development and Public Works Organisation Act 1971* (SDPWO). It is expected that this designated status will be sought under Phase 3 of the project, outlined in Attachment 3 as and when there is sufficient need for the corridor.

### 3. ISSUES

The connection points for the Southern Infrastructure Corridor off the western line and to the Interstate standard gauge line are crucial to delivery of this project. The office of the CoG (now Department of Infrastructure Delivery) has engaged consultants Maunsell AECOM to investigate options for a rail alignment to maximise synergies between industrial and employment land uses in the Purga and Ebenezer area and the rail line as an economic and infrastructure resource. The project, entitled the *Rail Alignment Investigation for Purga/Ebenezer* will refine the alignment of the western end of the alignment through the Purga and Ebenezer areas identified in the *Southern Infrastructure Corridor Stage 1*. The outcomes of the project will inform future corridor and network planning and will be incorporated into the SIC2 Study.

At the other end of the Central C3 route option is the need to define the most suitable connection to the Interstate standard gauge rail line. The Central C3 indicative route has recommended the connection point be at Kaganu, 12km north of Bromelton. The difficulties of the mountainous terrain severely restrict alternative options for this corridor. *Difficulties*

The *SEQ Intermodal Freight Terminal Study - Stage 2* recommends that an additional inter-modal terminal site will be required in the medium term (2010 to 2020) in SEQ. The location of such a terminal is dependent upon a range of factors including proximity to strategic concentrations of industry and the key transport corridors that service that industry demand.

Major considerations in determining the location of any new terminal will be its proximity to, and connectivity with the Interstate line and SIC, as well as any future Commonwealth Government decision on actions arising from the *North-South Rail Corridor Study* and AusLink studies. You should note that a separate Cabinet Budget Review Committee submission on the terminal study is being prepared for your consideration.

Planning for the construction of the infrastructure corridor will need to be synchronised with the planning for any future new inter-modal terminal facility.

### Study Objectives

The objectives of the project are to:

#### 3.1 Define and quantify the corridor and infrastructure requirements.

This task would include the following activities. Identification of:

- the standard of infrastructure, in terms of horizontal and vertical alignment, that can be provided within the alignment characteristics (spatial/width, horizontal and vertical);

- corridor land constraints/requirements to accommodate the infrastructure options assessed;
- the position and alignment within the corridor of rail bridges and culverts, passing loops, vertical and horizontal clearances to road and public utility infrastructure, locations and protection of occupational and open level crossings, earthworks, retaining walls, service relocations, power and signalling requirements and provision for maintenance access etc.
- the operational performance supported by the infrastructure options evaluated, in terms of operational capacity, speed and transit time;
- the opportunities/constraints on the utilisation of the corridor for double stack container configurations and so on;
- the sections of the corridor that are operationally/environmentally constrained;
- the issues associated with ease and cost of future maintenance;
- the stages for the implementation of the option(s) being considered; and
- the cost of construction of the option(s) being considered.

### **3.2 Identify future infrastructure configurations to be considered**

It is envisaged this task will include the following activities:

Identify future freight infrastructure to be accommodated in the corridor, particularly in regard to the proposed inter-modal terminal at Purga;

Identify infrastructure configurations at the proposed Bromelton Inter-modal terminal to be considered in the study. These configurations will be identified having regard to practical considerations such as:

- linkage/junction with the existing track infrastructure, for example existing dual and narrow gauge track connection points at both ends of the corridor.

### **3.3 Describe and quantify the extent to which the corridor can accommodate future rail infrastructure options**

This task will identify any possible future expansion of the proposed corridor.

### **3.4 Undertake an assessment of potential environmental impacts**

Review potential environmental impacts associated with the introduction of infrastructure within the corridor, including:

Review of environmental factors (REF) within/adjacent to the proposed corridor, including:

- ecological; noise, vibration and air quality;
- service infrastructure;
- traffic infrastructure;
- social and economic;
- hydrological;
- archaeological and cultural;
- visual; and
- geological.

Identify measures to mitigate any adverse impacts on options of the environmental factors identified.

It is anticipated that digital mapping may be required to support the development of these conceptual planning layouts.

### **3.5 Undertaken an assessment of impacts of the SIC2 on the existing network and the interstate standard gauge corridor capacity**

This task will identify the potential consequential effect of integrating additional freight services on the existing rail network, particularly the western line and the interstate standard gauge line, and the impact on network infrastructure capacity.

This capacity analysis will:

- identify the extent to which additional freight services can be accommodated on the rail network, that is on the western line and standard gauge line;
- identify capacity constraints due to the introduction of additional freight services to the rail network including access;
- identify operational and infrastructure measures, including innovative opportunities, to address capacity constraints as a consequence of introducing additional freight services, and the cost of these measures.

**3.6 Evaluate the merits and rank the infrastructure options tested (should the C3 alignment prove unsuitable), having regard to cost, impact and operational performance.**

This task will evaluate any variations of the Central C3 route option, and provide a relative quantification of each option. An evaluation framework may be developed, enabling the range of criteria reflecting operational, infrastructure (including cost, flexibility, capacity etc.) social and environmental.

**Next Steps**

The next step is to engage consultants to commence a detailed study through the CorporateLink consultancy invitation and engagement process.

**4. CONSULTATION WITH STAKEHOLDERS**

Close liaison with the Department of Infrastructure Delivery has commenced, particularly in light of the proposed industrial development at either end of the proposed corridor.

Cross agency governance arrangements have already been established for the project. Consultation is being undertaken with QR on the basis of agreed protocols.

The directly affected Local Governments include Ipswich City Council and Beaudesert Shire Council. Both councils have included this project in their land use planning noting that community consultation and engagement, including with the development industry, will be undertaken as appropriate.

**5. FINANCIAL IMPLICATIONS**

As noted, funding is available to conduct the SIC Stage 2 Study. Under SEQIPP funding \$2m has been allocated for the detailed planning (2006-07) and investigation (2007-08).

**6. MEDIA IMPLICATIONS**

N/A

Enc (2)

**APPROVALS**


|   |   |
|---|---|
| Contact officer<br>Lawrence Hannah<br>Director (Rail Network & Strategy)<br><br>3306 7433<br>0408 726 511 | Approved on:<br>Patrick Quirk<br>V/Executive Director (Rail/Ports & Freight)<br><br>3306 7466 |
|---|---|

APPROVED / NOT APPROVED

Minister for Transport & Main Roads  
Comments

  
Paul Lucas  
Minister for Transport and Main Roads  
28/12/06

  
Senior Policy Advisor  
21/12/06

  
Policy Advisor  
21/12/06

#### Political Representatives

##### Local Government

Ipswich City Council  
Beaudesert Shire Council

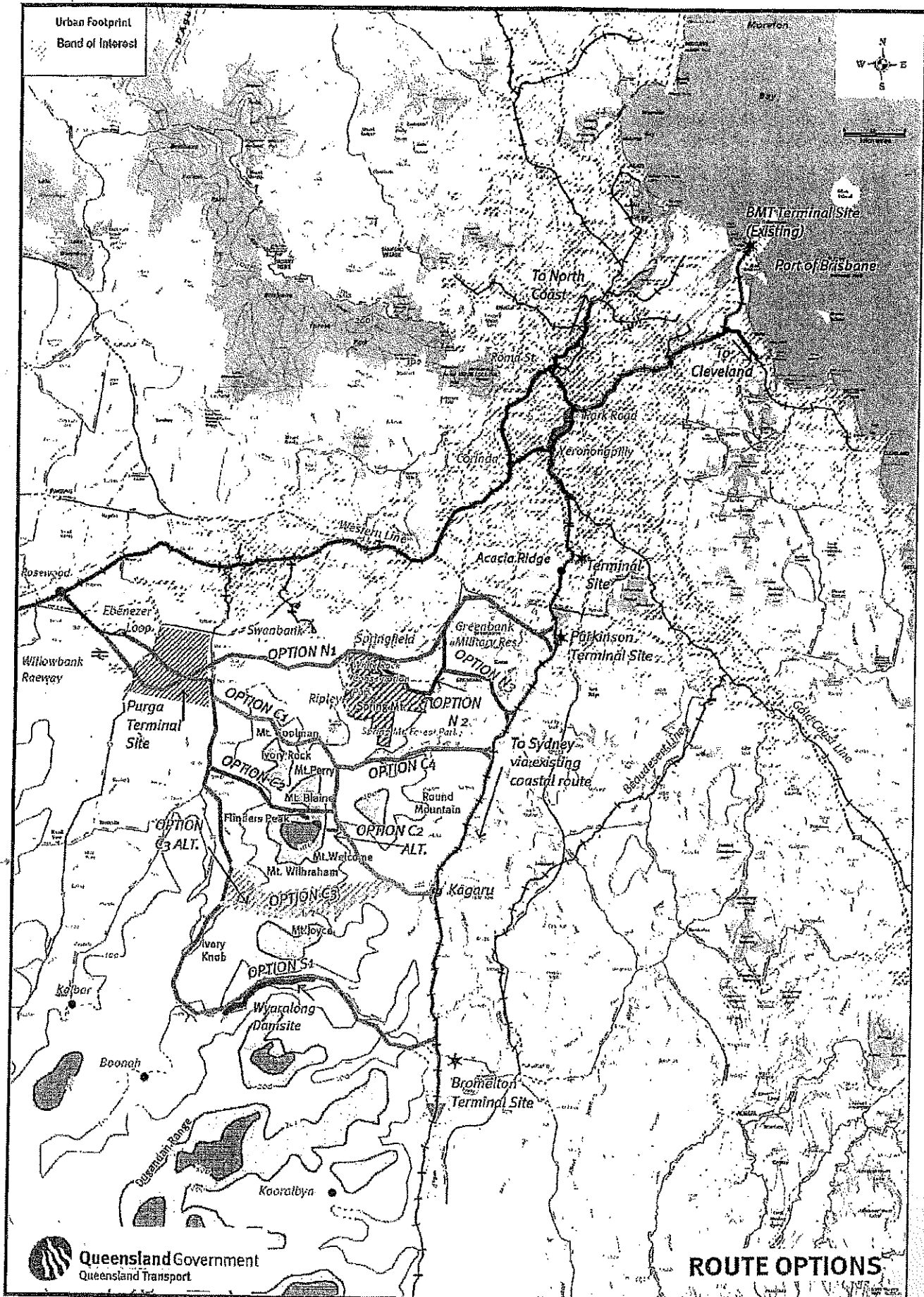
##### State Government

Mr Wayne Wendt MP, Member for West Ipswich  
Ms Rachel Nolan MP, Member for Ipswich  
The Honourable Mr Kevin Lingard MP, Member for Beaudesert

##### Federal Government

Mr Cameron Thompson MP, Member for Blair  
Mrs Kay Elson MP, Member for Forde

IAN RICKLASS MP  
LOCKYER WAS  
NOT ON GOVT  
LIST ALL THOUGH  
SFRC IS MOSTLY  
IN HIS ELECTORATE.



### STAGE 3 – SOUTHERN INFRASTRUCTURE CORRIDOR

The preparation of the Stage 2 of the Southern Infrastructure Corridor Study (or Initial Advice Statement (IAS)) will be used as the first step in the process of an environmental impact assessment and assists in the initial consultation, scoping and definition of the proposal as well as enabling the Queensland Coordinator-General (CoG) to declare the project a "Significant Project" at a later date.

The purpose of an IAS is to provide information on the nature and extent of potential environmental impacts arising from the construction and operation of the rail corridor and related activities that take place concurrently to contribute to the decision making process. The IAS provides:

- Background information and historical details regarding the proposal;
- The need and justification for the project;
- A brief description of the proposed works; and
- An outline of the potential environmental effects associated with the construction, operation and decommissioning phases of the development.

Thereafter, it is expected that the environmental impact statement (EIS) for the project will proceed under the requirements of the *State Development and Public Works Organisation Act 1971*. This requires the proposed project to be designated by the Coordinator General as a 'significant project' and provides for public and government comment on both the draft Terms of Reference for the EIS and the draft EIS. Under this arrangement, it is expected that the Department of Infrastructure Delivery will be the lead agency and State and Commonwealth bilateral arrangements for assessment processes will apply.

The *Southern Infrastructure Corridor* project is considered to meet the following criteria for consideration as a 'significant project':

- Its relevance to policy frameworks, such as the SEQ Regional Plan and SEQ Infrastructure Plan and Program;
- The potential environmental effects;
- The complexity of local, State and Commonwealth requirements for the project, that is the interplay between the Office of the Coordinator-General, Queensland Transport, Ipswich City Council and Beaudesert Shire Council;
- The strategic significance of the project to the locality, region or the State – particularly in regard to the proposed industrial development envisaged for both ends of the proposed corridor; and
- The level of investment necessary – the pre-feasibility study provided an order of magnitude costing of \$370 million.

Approval Process for Significant Project under SDPWOA is as follows:

1. Coordinator-General advises declaration and need for EIS and publicly notifies declaration;
2. Coordinator-General prepares and publicly notifies draft Terms of Reference (ToR) and seeks public comment;
3. Coordinator-General sends final ToR for EIS
4. Consultants prepare EIS on behalf of QT which is then submitted to Coordinator-General
5. Coordinator-General publicly notifies EIS and seeks comment
6. Consultants prepare EIS addendum on behalf of QT incorporating comments raised
7. QT submit final EIS to Coordinator-General
8. Coordinator-General evaluates the EIS and sends the evaluation report to QT.





**Queensland  
Government**

## **Briefing Note to the Honourable the Minister**

Queensland Transport

Our ref MBN3210

Your ref

Date 14 MAR 2006

**Subject** Stage 2 of the Intermodal Freight Terminal Study and Southern Infrastructure  
Corridor Investigation – Meeting scheduled for Thursday, 16 March 2006

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### **Political Representatives**

|                           |     |
|---------------------------|-----|
| <b>Local government</b>   | Nil |
| <b>State government</b>   | Nil |
| <b>Federal government</b> | Nil |

### **Background**

- The purpose of this briefing note is to provide information for the meeting scheduled for Thursday, 16 March 2006, about stage 2 of the South East Queensland (SEQ) Intermodal Freight Terminal Study being held with representations from Queensland Treasury, the Coordinator General's Office (CoG) and the Office of Urban Management (OUM).
- The Stage 2 Intermodal Freight Terminal Study considered the need and preferred locations for additional intermodal freight terminals within SEQ. (Refer Attachment 1 - previous briefing note MBN1437 for background information). In short, future terminal sites at Purga in the west and Bromelton in the south were identified as being the preferred options and Queensland Transport (QT) has been working closely with CoG to advance these options.
- It was proposed that the location of the future intermodal terminal site should consider the outcomes of Stage 1 of the Southern Infrastructure Corridor Investigation, which is now complete.

### **Comment**

#### Stage 2 - Intermodal Freight Terminal Study

- An overview of the analysis of the proposed options for an additional intermodal freight terminal site within SEQ is detailed in attachment 2. Attachment 3 provides locality maps of these options.

#### Stage 1 - Southern Infrastructure Corridor Investigation

- This investigation is a high-level desktop analysis identifying potential rail and road routes between Ebenezer and the Interstate Rail Corridor.
- It concluded that there are a number of potentially feasible routes available. The most suitable location for a connection to the Interstate Rail Corridor was considered to lie between Bromelton and Parkinson.

- *Key Findings of the Investigation are:*

- A total of eight routes were considered and appraised (three northern routes, four central routes and one southern route) - refer attachment 4.
  - Of these eight routes, three (two northern and one southern) are considered not worthy of further investigation.
  - The five routes remaining consist of one northern route (N1) and four central routes (C1, C2, C3 and C4). One of the four central routes, C3, appears to offer advantages over C1, C2, and C4.
  - No insurmountable environmental or land use impacts have been identified for any of the five remaining options.
- Each route option was assessed in respect to the following basic categories: engineering, operations, environmental, and land-use (refer attachment 5). The analysis did not address the economic viability or timing of any rail route considered.
  - It was assumed that each of the routes originate at the proposed Purga Intermodal Freight Terminal which would connect with the narrow gauge line west of Ipswich. The Purga Site Investigation Study commissioned by the Coordinator-General has confirmed the suitability of Purga Investigation Area for a range of industrial land uses based around an Intermodal Freight Terminal with up to three terminal operators, capable of handling a maximum of 1 000 000 Twenty Foot Equivalent Units (TEU) per annum and trains up to 1800m in length.
  - The investigation recommends the northern route (N1) as one of the most feasible and viable. Operationally this route offers advantages of optimal travel time to the port with benchmarked speeds of around 70km/h. However, this route's environmental and land-use impacts are high, such as the need for a dedicated freight track in a shared corridor, close proximity to the residential areas, etc.
  - At the point where route N1 joins the standard gauge line at Parkinson there are additional environmental issues which have been revealed as part of Queensland Rail's (QR) attempts to develop their site in this proximity.
  - Central route (C3) is the other option recommended by the study for further investigation. This option appears to have moderate environmental and land use impacts. Even though the severity of the terrain may limit the speed benchmarks, full spatial analysis of this route will yield a better understanding of the route and its geometry and enhance understanding of the grading constraints/impacts.
  - Indicative costing relationships between the above mentioned routes shows the relative advantage of option C3. However, this is only based on the order of magnitude analysis and on a basic single track railway configuration. This preliminary costing model does not take into the account full economic analysis of the longer term operation and the maintenance requirements of the track.
  - Central route options which are permutations of C3 are also considered feasible and offer a range of options (refer attachment 5) in joining to the standard gauge line.

- Two northern routes (N2 and N3) and a Southern option S1 are deemed unfeasible due to the range of precluding factors, such as length of route and difficulties of terrain (refer attachment 5 - technical summary).

#### Stage 2 - Southern Infrastructure Corridor Investigation

- The Rail, Ports and Freight Division (RPF) of QT is in the process of recruiting a Senior Advisor to oversight the delivery of Stage 2 of the Southern Infrastructure Corridor Investigation, which will be undertaken over approximately two years, commencing in 2006-07.
- It is envisaged that the project would be undertaken in a similar manner to that proposed for the Landsborough to Nambour Corridor Study. Indicative timeframes for delivering this study in such a manner would be:

|   |                     |
|---|---------------------|
| - Needs Assessment (confidential in-house study)            | Jul '06 - Nov '06   |
| - Options Analysis (in public realm)                        | May '07 - Feb '08   |
| - Announce Preferred Corridor                               | Feb '08             |
| - Impact Assessment Report (in public Realm)                | Feb '08 - Nov '08 * |
| - Corridor Acquisition                                      | Mar '09 - Sep '09 * |
| - Designation of Corridor Land for Community Infrastructure | Oct '09 *           |

\* pending no significant environmental issues requiring referral to Commonwealth and potential EIS.

- The above process would include reporting to Cabinet at key stages of the project, with corridor acquisition and designation activities only occurring after Cabinet consideration of the Impact Assessment Report and approval to proceed with the project.
- Indicatively, project governance arrangements could involve a Steering Committee comprising representatives from QT, the Department of State Development and Innovation, OUM, Main Roads and QR.

#### **Recommendation**

- That you note:
  - the outcomes of Stage 2 of the Intermodal Freight Terminal Study and Stage 1 of the Southern Infrastructure Corridor Investigation; and
  - the indicative arrangements for undertaking Stage 2 of the Southern Infrastructure Corridor Investigation.

*Helen Stehbens*  
Helen Stehbens

Executive Director (Rail, Ports and Freight)

(5)

Noted

|                 |                           |
|-----------------|---------------------------|
| Contact officer | Renny Phipps              |
| Position        | Director (Freight Policy) |
| Telephone       | (07) 3306 7407            |

1. NOTED THAT NO SUGGESTION  
OF LARA PINA BEING SUITABLE  
FOR A FREIGHT TERMINAL -  
PAULED OUT FROM FURTHER  
CONSIDERATION.

Minister



QT 105/2927  
**Queensland  
Government**

## Briefing Note to the Honourable the Minister

Queensland Transport

Our ref E17625  
Your ref **MBN1437**  
Date 15 JUL 2005

**Subject** South East Queensland Intermodal Freight Terminal Study

### Background

- Rail, Ports and Freight Division recently completed the South East Queensland (SEQ) Intermodal Freight Terminal Study (the Study) to investigate the need for additional intermodal freight terminals to support the projected growth in the SEQ intermodal freight task. Queensland Transport (QT) has prepared a report on the study's findings. A copy of this report is attached.
- The study was undertaken in two stages:  
  
Stage 1 of the study examined current and future inward and outward freight generation within SEQ. Stage 1 was completed in August 2004.  
  
Stage 2 of the study considered the need and preferred locations for additional intermodal land transport freight terminals within SEQ within a time horizon of 25 years.
- *Key findings of the Study* are as follows:
  - Inbound freight movements, all modes, (including freight transiting through SEQ) will increase by 44Mt from 29Mt in 2001/02 to 73Mt in 2026, whilst outbound movements will increase by 20Mt from 26Mt to 46Mt in 2026.
  - This imbalance is expected to result in changing cost structures for road (backloading opportunities will diminish resulting in cost increases) and rail (a range of factors are expected to see rail costs fall). Rail is therefore expected to capture a larger share of interstate freight traffic by 2026.
  - Projected interstate freight movements passing through intermodal terminals are expected to increase from the current 380 000 containers (measured as Twenty Foot Equivalent Units or TEUs) per annum to between 1 million and 1.4 million TEUs per annum in 2026.
  - Acacia Ridge Rail (ACR) Terminal has potential for expansion however existing road and rail constraints will limit capacity to 500 000 TEUs per annum.
  - The Brisbane Multi-Modal Terminal (BMT) at the Port of Brisbane can handle domestic intermodal traffic but its capacity is expected to be limited to between 60 000 and 180 000 TEUs per annum by 2026 as a result of increasing import/export trade.
  - A new intermodal freight terminal is therefore expected to be needed between 2010 and 2020.

- **Recommendations of Stage 2 of the study** are as follows:

- In the short term (current to 2010) an improvement in the operations and efficiency of ACR and BMT will serve likely needs and provide adequate capacity to meet the increasing intermodal demands including TradeCoast development.
- Medium term solutions (2010-2020) point to an additional site to cater for approximately 650 000 TEU movements per annum, as a maximum. The most suitable existing sites without substantial investment in additional transport infrastructure are Bromelton and Larapinta near Parkinson.
- Long term solutions (beyond 2020) include the development of a site at Greenbank (dependent on the long term strategy for the Greenbank Army Reserve) and the development of a site at Ebenezer (dependant on industry relocation and take-up of proposed industrial land to be developed south west of Ipswich as well as a dual gauge rail line to the site either from the existing interstate line or the proposed inland rail line or both).

**Comment**

- Before a final decision can be made on proposed future terminal sites there are a number of issues that need to be resolved. Most critically is the southern infrastructure corridor investigation. The SEQ Regional Infrastructure Plan and Program provides for a southern infrastructure corridor which, when identified, could accommodate a road and dual/standard gauge rail link between the Ebenezer area and the existing standard gauge rail link to Sydney, Melbourne and the Port of Brisbane. The outcomes of this investigation will determine whether Ebenezer is ultimately chosen as the preferred long term intermodal freight terminal site. This investigation is expected to be completed by the Office of Urban Management by the end of July 2005. QT has secured \$2m in funding to carry out a detailed examination of the proposed route in 2006-07. QT will use the findings of the intermodal terminal study to better inform decision making with regard to the southern infrastructure corridor investigation. NB \*
- The Federal Government is currently undertaking a number of rail related studies including the Brisbane - Cairns corridor study and the national intermodal terminal study. QT will also use the intermodal terminal study to influence Federal Government decision making on these studies.
- Despite these issues, the establishment of new terminals/major sidings are likely to be accelerated by the private sector. Proposals for Bromelton and Parkinson are already under investigation.

**Recommendation**

- That you note the above.

*Helen Stehbens*

Helen Stehbens

Executive Director (Rail, Ports and Freight)

Enc (1)

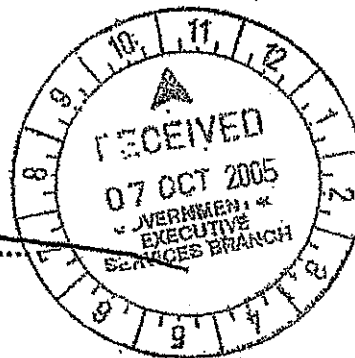
Noted

*[Signature]*

Minister

Date

*4/10/05*



## QUEENSLAND TRANSPORT BRIEF FOR NOTING

Our Ref: E56059 / MBN 7078  
Date: 25 JUN 2007  
TO: Minister for Transport and Main Roads  
FROM: Rail, Ports and Freight Division  
SUBJECT: Appointment of consultant to undertake Southern Infrastructure Corridor Study - Stage 2  
Requested by

### RECOMMENDATION(S)

- That you note:
  - the appointment of Maunsell Australia Pty Ltd as the consultant to carry out the Southern Infrastructure Corridor Study - Stage 2 (SIC2); and
  - the increase of initial cost estimate from \$1.5m to \$1.9m in expenditure to complete the study.

### BACKGROUND SUMMARY

- The Cabinet Budget Review Committee Decision 1314 Submission No. 1984 on 17 March 2005 approved \$2m under the South East Queensland Infrastructure Plan and Program (SEQIPP) (2005-2026) to conduct detailed investigation of a preferred corridor option.
- A desktop pre-feasibility analysis (Stage 1), completed by Maunsell Australia, in August 2005 looked at eight potential route options from Ebenezer to the existing standard gauge line.
- As noted in briefing note MBN3210 (refer Attachment 1), the Stage 1 study concluded with the recommendation that two route options warranted further investigation, one northern (N1) and one central (C3). This was subsequently narrowed down to the C3 route, due to the proximity of the N1 route to existing and future urban areas. All route options were investigated for multi-user transport purposes, however the terrain constraints for the C3 route, and its relative remoteness and non-direct alignment, does not suit a co-location of a road within the rail corridor. Hence Stage 2 of the study will investigate a preferred rail only corridor alignment within a band of interest of approximately 7km for the C3 route.
- The study will include the preparation of an Impact Assessment Report (IAR), an assessment of initial rail construction costs and will undertake a sufficient level of design to allow the corridor to be protected in regional planning schemes, and for corridor acquisition to occur at the completion of the study. It is anticipated the study will be completed by April 2008.
- On 28 December 2006 you approved proceeding with the Stage 2 study (refer briefing note MBN5518 at Attachment 2)

## **ISSUES**

- The Invitation to Offer (ITO) was advertised on 14 March 2007 and three offers were received.
- An evaluation process has been completed in accordance with State Purchasing Policy and Local Purchasing Instructions. BDO Kendalls was engaged as probity auditor.
- The evaluation process concluded with the recommendation that Maunsell Australia Pty Ltd be appointed as the preferred supplier as they represented the best value for money. The fixed fee submitted by Maunsell is \$1 749 600.
- Contingency funding of approximately \$150 000 has been allocated to ensure that any unanticipated but unavoidable additional costs would be covered. The total amount for the fix fee plus contingency funding is \$1 900 000.
- Queensland Transport (QT) Strategic Procurement advised that as the increased cost of \$1 900 000 fits into the Minister's current delegation (\$3m), the Director-General (DG) has the delegated authority to approve the outcome of the ITO process.
- Consistent with the DG's delegated authority, expenditure of \$1.9m has been approved by the DG to complete the Stage 2 study.

## **CONSULTATION WITH STAKEHOLDERS**

- There has been close liaison with the Department of Infrastructure and the Office of Urban Management, particularly in light of the proposed industrial development at either end of the proposed corridor.
- Cross agency governance arrangements have already been established for the project. Consultation is being undertaken with Queensland Rail, on the basis of agreed protocols.
- Significant focus will be given to community consultation during the study to ensure community expectations are managed and that elected representatives are kept abreast of the aims and progress of the study.

## **FINANCIAL IMPLICATIONS**

- Funding of \$2m is available under the SEQIPP for detailed planning (2006-07) and investigation (2007-08).

## **POTENTIAL MEDIA**

- To be advised. The detailed community consultation activities will be developed and approved as an initial stage of the study.

Enc (2)



# QUEENSLAND TRANSPORT BRIEF FOR DECISION

Our Ref: MBN7504  
Date: 29 AUG 2007  
TO Minister for Transport and Main Roads  
FROM Rail, Ports and Freight Division  
SUBJECT Southern Freight Rail Corridor Study (Stage 2)  
Requested by

## RECOMMENDATION(S)

- That you approve the release of a media announcement to coincide with field investigations for the Southern Freight Rail Corridor Study (formerly the Southern Infrastructure Rail Corridor (SFRC) Study).
- That you note the progress of the SFRC Study, specifically the refinement of the rail alignment.

## BACKGROUND SUMMARY

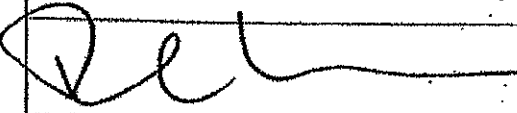
- As noted in briefing note MBN7078 (refer Attachment 1) Maunsell Australia Pty Ltd was appointed in June 2007 to undertake Stage 2 of the Southern Infrastructure Rail Corridor Study. The study has been subsequently renamed the Southern Freight Rail Corridor Study to more clearly identify the aim of the study: that it is a freight only rail corridor, and to distinguish it from the Southern Infrastructure (Road) Corridor study being undertaken by the Department of Main Roads (Main Roads).
- The Stage 1 study, completed in August 2005, investigated the feasibility of eight freight rail route options connecting the western rail line via the Ebenezer spur line east of Rosewood, to the interstate standard gauge line near Kagaru, north of Beaudesert. The Stage 1 study recommended two route options for further investigation. This was subsequently narrowed down to the route known as C3 due to the proximity of the N1 option to existing and future urban areas.

## ISSUES

- All options, including the C3 option, proposed that the corridor connect to the western line via the existing Ebenezer loop. To ascertain whether this was the most suitable connection point, the Department of Infrastructure commissioned the *Western Corridor Preferred Rail/ Infrastructure Alignment Study*. X
- The study identified the following problems: flood
  - Some areas of the Ebenezer loop are below the 1 in 100 year flood level;
  - There is potential for subsidence due to the existence of extensive underground coal mines in the area;
  - all freight arriving from the west would have to travel through the township of Rosewood, therefore causing disruption to the community.

NOTED

Minister for Transport and Main Roads  
Comments

  
Paul Lucas  
Minister for Transport and Main Roads

  
Senior Policy Advisor

  
Policy Advisor

15/7/07

9/7/07

-4 JUL 2007

**Political Representatives**

**Local Government**

Ipswich City Council

Boonah Shire Council

Beaudesert Shire Council

**State Government**

Mr Wayne Wendt MP, Member for West Ipswich

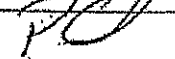
Ms Rachel Nolan MP, Member for Ipswich

The Honourable Mr Kevin Lingard MP, Member for Beaudesert

**Federal Government**

Mr Cameron Thompson MP, Member for Blair

Mrs Kay Elson MP, Member for Forde

|                  |   |   |   |
|------------------|---|---|---|
| Contact Officer: | Colin Pfunder, A/Director, (Rail Network and Strategy)<br>Ph: 3306 7436 | Approved:<br>Patrick Quirk<br>Ph: 3306 7466 | <br>A/Executive Director, (Rail, Ports and Freight)<br>25.6.07 |
| Endorsed:        |   | Endorsed:                                   |   |

- The Western Corridor Preferred Rail/Infrastructure Alignment Study recommended that the connection point to the western line should be west of Rosewood, thereby overcoming all of the problems associated with the Ebenezer loop. The results of this study have informed the initial phase of the SFRC study.
- Connecting the corridor to the western rail line, to the west of Rosewood, would also move the alignment further away from the existing communities of Yamanto and Ripley thereby reducing the impact on the communities.

#### **Study Progress**

- The initial phase of the Stage 2 study has been completed. During this phase Maunsell Pty Ltd investigated a number of sub-options within the C3 corridor, for the purpose of refining the alignment within the band of interest.
- The sub-options were presented to the project steering committee which is comprised of the Office of Urban Management, the Department of Infrastructure, Main Roads, QR Limited, and Queensland Transport.
- The Steering Committee agreed unanimously that the final alignment should occur within the band of interest (refer Attachment 2), and that this area should be progressed for detailed assessment and design.
- In order to conduct the study, a number of field investigations will need to be carried out. Some of these, such as hydrological survey work, flora and fauna identification and cultural heritage assessment, will require entry on to land. This will be carried out in accordance with sections 108-118 of the *Transport Infrastructure Act 1994*.
- These investigations are required to be carried out during September 2007 following a Ministerial announcement or as directed by the Minister's office. The most urgent information required is watercourse survey data to enable hydrologic and hydraulic modelling to occur to ensure the optimum alignment is identified.

#### **Media announcement**

- To manage community expectations, it is proposed that a media announcement (refer Attachment 3) occur at approximately the same time as elected representatives and affected landholders are briefed.
- It is proposed that all of these activities occur as soon as possible to allow the field investigations to occur in a timely manner.
- The media announcement is part of a comprehensive Communication and Consultation Plan.

#### **CONSULTATION WITH STAKEHOLDERS**

- Cross agency governance arrangements have been established for the project. A project Steering Committee will continue to provide strategic advice during the study.
- Significant focus will be given to community consultation during the study to ensure community expectations are managed and elected representatives are kept abreast of the aims and progress of the study.
- A detailed Communication and Consultation Plan has been developed by Maunsell Pty Ltd, in consultation with Queensland Transport. (refer Attachment 4).


## FINANCIAL IMPLICATIONS

- Funding of \$2m is available under the South East Queensland Infrastructure Plan and Program (SEQIPP) for detailed planning (2006-2007) and investigation (2007-2008).

## POTENTIAL MEDIA

- The proposed media announcement will ensure there are no 'surprises' for landholders whose properties need to be accessed to conduct the field investigations for the study.

Enc (4)

|                                       |                       |   |
|---------------------------------------|-----------------------|---|
| NOTED or APPROVED / NOT APPROVED      |                       |   |
| Minister for Transport and Main Roads |                       |   |
| Comments                              |                       |   |
|                                       |                       |   |
|                                       |                       |   |
|                                       |                       |   |
|                                       |                       |   |
|                                       |                       |   |
|                                       |                       |   |
| Paul Lucas                            | Senior Policy Advisor |  |
| Minister for Transport and Main Roads |                       | Policy Advisor  |
| / /                                   | / /                   | 7/9/07  |

## Political Representatives

### Local Government

Ipswich City Council

Boonah Shire Council

Beaundesert Shire Council

### State Government

Mr Wayne Wendt MP, Member for Ipswich West

Ms Rachel Nolan MP, Member for Ipswich

The Honourable Mr Kevin Lingard MP, Member for Beaundesert

Mr Ian Rickuss MP, Member for Lockyer

### Federal Government

Mr Cameron Thompson MP, Member for Blair

Mrs Kay Elson MP, Member for Forde

|                  |   |  |   |
|------------------|---|--|---|
| Contact Officer: | Renny Phipps, A/Director (Rail Network and Strategy)<br>Ph: 3306 7433 | Approved:<br>Chris Nash<br>Ph: 3306 7466 | <i>Helen Stephens</i><br>A/Executive Director, (Rail, Ports and Freight)<br>2418107 |
| Endorsed:        | <i>[Signature]</i><br>206<br>Position<br>301317                       | Endorsed:                                | Position<br>1 1   |

## Lockyer Electorate Office

---

**From:** Lockyer Electorate Office  
**Sent:** Thursday, 3 July 2014 3:04 PM  
**To:** 'W.truss.MP@aph.gov.au'  
**Subject:** Member for Lockyer - Southern Freight Rail Corridor

**Sensitivity:** Confidential

Warren

I refer to my previous email of 28 May 2013 regarding my concerns in relation to the Southern Freight Rail Corridor.

Please find attached copy of an email I have recently sent to Jim Armstrong, ARTC, Richard Wood General Manager Rail and Intermodal Infrastructure Investment Division, Department of Infrastructure and Regional Development and Steve Kanowski, Department of State Development, Infrastructure and Planning Queensland in relation to the Southern Freight Rail Corridor.

Warren, I would like to highlight to you that the previous Queensland Labor Government made a poor political decision to support the Southern Freight Rail Corridor to Karagau instead of one of the other routes that would have taken the rail line on a more direct path to join up with the Sydney to Brisbane interstate line in the vicinity of Acacia Ridge and Greenbank.

The proposed Southern Freight Rail Corridor will cost billions of dollars extra and will make the freight journey longer and more time consuming.

Could you please ensure that the most cost effective, quickest rail route is used as it would be unfortunate for me to have to oppose poor political decisions made by previous Labor governments and then supported by blinded bureaucrats who do not appear to be looking after the interests of Queensland and Australian tax payers or who will be the end users of the rail network.

I look forward to receiving your response in relation to this matter and I encourage you to talk to the Queensland Deputy Premier, Mr Jeff Seeney in relation to these matters.

I realise there is some need to have decisions made in a fairly quick time frame, but this does not give any excuse for making incorrect decisions because of a time line.

I did also highlight my concerns with John Anderson at a recent meeting/briefing held at Ipswich with some ARTC representatives on 2 June.

Thank you for your assistance in these matters.

Regards

***Ian Rickuss MP***

Member for Lockyer

Ph: (07) 5462 2772

1800 817 791

Fax: (07) 5462 2388

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**From:** Lockyer Electorate Office  
**Sent:** Monday, 2 June 2014 2:51 PM  
**To:** 'jarmstrong@artc.com.au'; 'steve.kanowskiz@dsdip.qld.gov.au'; 'richard.wood@infrastructure.gov.au'  
**Subject:** Member for Lockyer - SFRC  
**Sensitivity:** Confidential

Jim, Steve and Richard

---

As per discussions at this morning's regional stakeholder meeting held at Ipswich, please find attached copy of my correspondence to the Deputy Premier highlighting my concerns in relation to the Southern Freight Rail Corridor.



SFRC (Seeney MP) SFRC (Att 1).pdf SFRC (Att 2).pdf SFRC (Att 3).pdf  
27 Mar.pdf

Regards

***Ian Rickuss MP***

Member for Lockyer

Ph: (07) 5462 2772

1800 817 791

Fax: (07) 5462 2388

## Lockyer Electorate Office

---

**From:** Lockyer Electorate Office  
**Sent:** Thursday, 3 July 2014 11:24 AM  
**To:** deputypremier@ministerial.qld.gov.au; steve.kanowski2@dsdip.qld.gov.au  
**Cc:** 'mary.sharp@ministerial.qld.gov.au'  
**Subject:** Member for Lockyer - Southern Freight Rail Corridor  
**Sensitivity:** Confidential

Jeff

Thank you for having Steve and Mary meet with me to discuss the Southern Freight Rail Corridor on 17 June 2014.

As I stated at the meeting, the Southern Freight Rail Corridor was a political decision that will add billions of dollars to rail line construction plus add time to the freight journey.

The best alignment would continue directly east from Ebenezer, Ipswich, and Purga to meet the interstate line in the vicinity of Acacia Ridge and Greenbank.

I have highlighted this matter to the Deputy Prime Minister, Warren Truss MP, the Australian Rail Track Corporation Ltd. (ARTC) John Anderson, and the Transport and Main Roads Minister Scott Emerson MP.

However, unfortunately, it appears to be too complex and the lack of understanding seems to extend to the fact that this could add billions of dollars to the project and regrettably, this will be funded by the Australian and Queensland tax payers and end users. Also, the long term consequence will be that it will be a longer route through difficult terrain, that I would imagine, would have cost overruns in the construction stage.

Jeff, would it be possible for you as Deputy Premier, Minister for State Development, Infrastructure and Planning to highlight my concerns when you are having discussions in relation to the Melbourne to Brisbane rail project.

I should also highlight that the Port Authority's eager acceptance of a freight route that will bypass the Brisbane public transport problems of the current route has limited their critical assessment of the current alignment of the Southern Freight Rail Corridor. The Port Authority seem willing to accept any alignment as long as it will get trains to the port more easily. Unfortunately, their support does not stand up to logical, critical examination or a business case study to support this route.

If you require any further information please do not hesitate to contact me to discuss.

Regards

***Ian Rickuss MP***

Member for Lockyer

Ph: (07) 5462 2772

1800 817 791

Fax: (07) 5462 2388



## Lockyer Electorate Office

---

**From:** Lockyer Electorate Office  
**Sent:** Thursday, 3 July 2014 10:57 AM  
**To:** 'vhutchinson@artc.com.au'  
**Subject:** Member for Lockyer - Southern Freight Rail Corridor

**Sensitivity:** Confidential

**Attention:** John Fullerton

READ 11.03

John,

Please find attached copy of an email I have recently sent to Jim Armstrong, ARTC, Richard Wood General Manager Rail and Intermodal Infrastructure Investment Division, Department of Infrastructure and Regional Development and Steve Kanowski, Department of State Development, Infrastructure and Planning Queensland in relation to the Southern Freight Rail Corridor.

John, I would like to highlight to you that the previous Queensland Labor Government made a poor political decision to support the Southern Freight Rail Corridor to Karagau instead of one of the other routes that would have taken the rail line on a more direct path to join up with the Sydney to Brisbane interstate line in the vicinity of Acacia Ridge and Greenbank.

The proposed Southern Freight Rail Corridor will cost billions of dollars extra and will make the freight journey longer and more time consuming.

Could you please ensure that the most cost effective, quickest rail route is used as it would be unfortunate for me to have to oppose poor political decisions made by previous Labor governments and then supported by blinded bureaucrats who do not appear to be looking after the interests of Queensland and Australian tax payers or who will be the end users of the rail network.

I look forward to receiving your response in relation to this matter and I encourage you to talk to the Queensland Deputy Premier, Mr Jeff Seeney in relation to these matters.

I realise there is some need to have decisions made in a fairly quick time frame, but this does not give any excuse for making incorrect decisions because of a time line.

I do not appear to be able to locate John Anderson's email address, however, these issues were raised at a public meeting I had with John and some other ARTC representatives on 2 June at Ipswich.

Thank you for your assistance in these matters.

Regards

***Ian Rickuss MP***

Member for Lockyer

Ph: (07) 5462 2772

1800 817 791

Fax: (07) 5462 2388

---

**From:** Lockyer Electorate Office  
**Sent:** Monday, 2 June 2014 2:51 PM  
**To:** 'jarmstrong@artc.com.au'; 'steve.kanowskiz@dsdip.qld.gov.au'; 'richard.wood@infrastructure.gov.au'  
**Subject:** Member for Lockyer - SFRC  
**Sensitivity:** Confidential

Jim, Steve and Richard

As per discussions at this morning's regional stakeholder meeting held at Ipswich, please find attached copy of my correspondence to the Deputy Premier highlighting my concerns in relation to the Southern Freight Rail Corridor.



SFRC (Seeney MP) SFRC (Att 1).pdf SFRC (Att 2).pdf SFRC (Att 3).pdf  
.27 Mar.pdf

Regards

***Ian Rickuss MP***

Member for Lockyer

Ph: (07) 5462 2772

1800 817 791

Fax: (07) 5462 2388



**IAN RICKUSS MP**  
**MEMBER FOR LOCKYER**

**Electorate office:**  
Shop 1/47 North Street, Gatton

**Email address:**  
[lockyer@parliament.qld.gov.au](mailto:lockyer@parliament.qld.gov.au)

**Website address:**  
[www.ianrickuss.com.au](http://www.ianrickuss.com.au)

**Phone:** (07) 5462 2772

**Free Call:** 1800 817 791

**Fax:** (07) 5462 2388

---

**CONFIDENTIAL**

27 March 2014

**COPY**

The Honourable J. Seeney MP  
Deputy Premier, Minister for State Development,  
Infrastructure and Planning  
PO Box 15009  
CITY EAST Q 4002

Dear Jeff

In relation to Community Cabinet that was held in Toowoomba in late 2013, [REDACTED]  
[REDACTED] relation to the Southern Freight Rail Corridor.

[REDACTED] highlighted the issues that the route selected for the Southern Freight Rail Corridor was more a political than common sense route and also highlighted some issues in relation to extremely expensive land purchases and time lines that make this issue of freight declaration of concern (*documentation enclosed*).

In summary, I will outline the concerns of many members of my electorate and also some issues that do require investigation.

1. There appeared to be a hurried investigation of a rail corridor to join up with the western Queensland line to support the Melbourne to Brisbane futuristic rail proposal.
2. This appeared to be around the time that the Beattie government was accused of not putting appropriate infrastructure in place. Announcements were hurried, not well researched and thrown out into the public arena by the Beattie government.

..../2

3. A number of options were looked at, N1, N2 and N3 which were also part of the N1 proposal, C1, C2, C3 and S1 (*see enclosed map*). The N1, N2 option were preferred and are the most logical.
4. Reading between the lines of some Ministerial briefs (*copy enclosed*) it appears that political pressure was applied by Labor Party State MPs and Councillors to have the line rerouted to the current proposal, the C3. I was not included in these discussions, even though both corridors do travel through my electorate, the C3 to a far greater extent.
5. The extra cost in taking the longer route, the C3, over the N routes has been estimated to be in the tune of somewhere between \$2 and \$4 billion as the terrain is difficult and the cost of this type of line is expensive per kilometre.
6. There appears to be a list of dodgy land transactions that have taken place, along or near the route, around the time of the declaration (*see attached*).
7. As a long term Member for the electorate of Lockyer and seeing the State's financial position terrorised by previous Labor governments and the sophistry that has been used to justify some of these projects, I feel this is another project that would not meet any standard benchmarks. There has been no business case study, no financial study, and no environmental study undertaken.

Thank you for taking the time to see myself and my constituent in Toowoomba. I do apologise for taking so long in getting this information back to you. This matter needs to be investigated fully by your Department and I am more than happy to assist in any way that I can. I have extensive knowledge of the issue, together with extensive files on the issue.

I look forward to the LNP government making a common sense sustainable response to this matter.

Yours sincerely

*Original signed*

**Ian Rickuss MP**  
Member for Lockyer  
Enc.

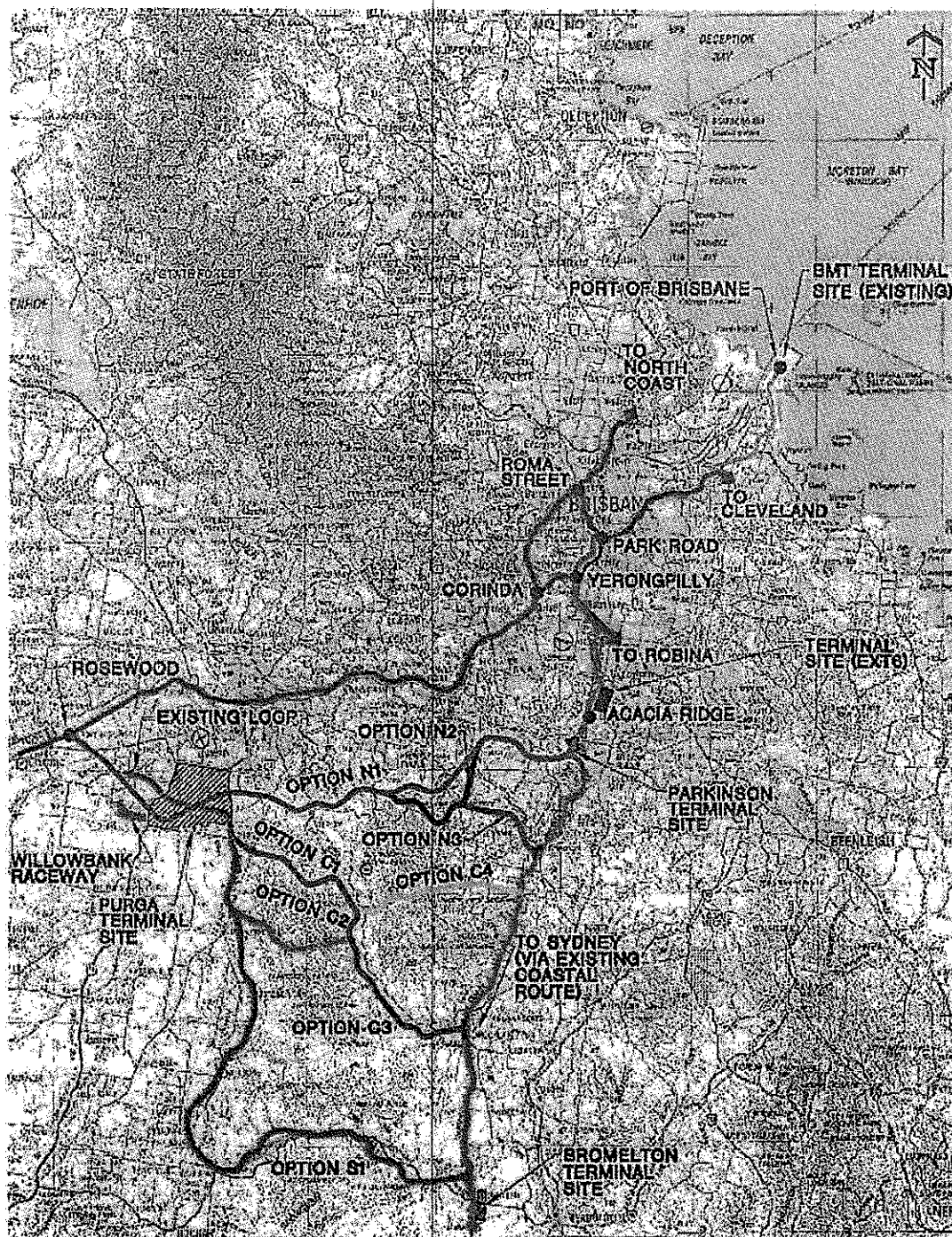


Figure 4 Route Options from the Southern Infrastructure Corridor Study, 2005

3. A number of options were looked at, N1, N2 and N3 which were also part of the N1 proposal, C1, C2, C3 and S1 (*see enclosed map*). The N1, N2 option were preferred and are the most logical.
4. Reading between the lines of some Ministerial briefs (*copy enclosed*) it appears that political pressure was applied by Labor Party State MPs and Councillors to have the line rerouted to the current proposal, the C3. I was not included in these discussions, even though both corridors do travel through my electorate, the C3 to a far greater extent.
5. The extra cost in taking the longer route, the C3, over the N routes has been estimated to be in the tune of somewhere between \$2 and \$4 billion as the terrain is difficult and the cost of this type of line is expensive per kilometre.
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*Original signed*

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Enc.

We **UNDERSTAND** each policy in the *SEQ Regional Plan* is in effect a State Planning Policy.

We have seen no evidence that shows the various studies or the Minister have considered relevant State Planning Policies or the *SEQ Regional Plan*. Many of these policies relate to protection of environmental values and appropriate use of natural resources.

We have seen no evidence that shows the *Southern Freight Corridor* satisfies statutory requirements or budgetary commitments of the State.

Further, given there is evidence (provided further in this submission) to suggest C3 had long been chosen by the State Government prior to commencement of a number of public consultation processes (i.e. Stage 2 Study) we would suggest consequently there has been no public consultation.

We **NOTE** further that the designation mechanism must.

*Designated land must pass a public benefit test to ensure the designation is justified. For example, the designating Minister or local government must be satisfied the community infrastructure will contribute to environmental protection or ecological sustainability, or satisfy community expectations for the efficient and timely supply of infrastructure.*<sup>2</sup>

*A Minister, before designating land must also be satisfied that for development the subject of the proposed designation, there has been adequate environmental assessment, including adequate public consultation, and also adequate account of issues raised in the public consultation. One way in which the requirements for adequate environmental assessment and public consultation may be met is for the assessment of the proposed development to be carried out in accordance with Guidelines<sup>3</sup> under the IPA, section 5.9.9 (previously 5.8.8).*

<sup>2</sup> <http://www.dip.qld.gov.au/integrated-planning-act/community-infrastructure-designation.html>

<sup>3</sup> [http://www.dip.qld.gov.au/docs/ipa/Forms/CommunityInfrastructure/Guidelines/061130\\_Guidelines.pdf](http://www.dip.qld.gov.au/docs/ipa/Forms/CommunityInfrastructure/Guidelines/061130_Guidelines.pdf)

|      |   |      |      |  |   |                      |  |  |
|------|---|------|------|--|---|----------------------|--|--|
| 3.22 | Ipswich rail line Corinda to Darra, Darra to Redbank third rail track                   | 492  | 18.3 |  |   |                      |  |  |
| 3.23 | Springfield passenger rail line   | 87   | 8.3  |  |   |                      |  |  |
| 3.24 | Ipswich to Springfield rail line  | 1400 | 7    |  |   |                      |  |  |
| 3.25 | Gowrie to Grandchester rail line  | 1300 | 3    |  |   |                      |  |  |
| 3.26 | Southern Freight Rail Corridor Study (Rail: Ebenezer to Interstate standard gauge rail) | 4    | 3    |  |   |                      |  |  |
| 3.27 | Ipswich to Springfield Public Transport Corridor Study                                  | 4    |      |  | 4 | Completed in 2007-08 |  |  |

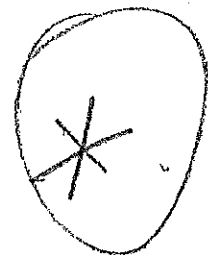
*It should be noted that the current study does not include a business case assessment for the project, the completion of which would need to be undertaken separately in accordance with Queensland Government Treasury requirements.*

*This was subsequently narrowed down to the route known as C3 due to the proximity of the N1 option to existing and future urban areas.*

The sub-options were presented to the project steering committee which is comprised of the Office of Urban Management, the Department of Infrastructure, Main Roads, QR Limited and Queensland Transport.

*The Steering Committee agreed unanimously that the final alignment should occur within the band of interest (refer attachment 2), and that this area should be progressed for detailed assessment and design.*

*To manage community expectations, it is proposed that a media announcement (refer Attachment 3) occur at approximately the same time as elected representatives and affected landholders are briefed.*





On the 14<sup>th</sup> November 2007 Lawrence Hannah Director (Rail Network & Strategy) wrote to Cr David Pahlke about the *Southern Freight Rail Corridor* stating:

*As part of the current Study, a workshop was held on 6th September 2007 with various State agencies and local governments including Ipswich City Council. At this workshop a decision was made to move away from connection to the existing Ebenezer rail loop and investigate a connection west of Rosewood.*

\* LABOR  
Council

We are **CONCERNED** that the State Government had already made a decision (before 29<sup>th</sup> August 2007) prior to this workshop held (6th September 2007) with local government representatives.

While the ministerial briefing (Ref: MBN7504) made on the 29<sup>th</sup> August 2007 provided plausible reasons for selecting option C3 our investigations show these are meaningless when one closely examines the chronological sequence of events leading up to the decision to select the C3 option.

Our greatest concerns relate to the sales history for land at the intersection of the subject rail corridor and the Cunningham Highway.

The rural property reference L2 RP198984 Parish of Jeebropilly was sold on the 12/06/2003 for \$385,000. On the 8<sup>th</sup> July 2005 the State Government appears to have purchased the property for \$2,500,000 (its valuation \$192,500).

In the same vicinity a similar rural property reference L229, 231 CH31676 Parish of Mutdapilly sold for \$374,607 on 25/09/2002 and it appears then sold to the State Government on the 9<sup>th</sup> March 2007 for \$5,950,000 (its valuation \$440,000; \$155,000 respectively).

It should be **NOTED** that Stage 1 study was completed in August 2005 this is after the purchase of the property L2 RP198984.

Further, it should be **NOTED** that it appears both properties were purchased by the State Government prior to the appointment of Maunsell Australia Pty Ltd who undertook Stage 2 of the *Southern Infrastructure Rail Corridor Study* (later named *Southern Freight Corridor Study*).

Interesting to **NOTE** that property L2 RP198984 was purchased on the 8<sup>th</sup> July 2005 which is prior to the completion of the Stage 1 study (August 2005)

There is also the question of an adjacent property to these now State Lands reference L226 RP220388 Parish of Mutdapilly that was purchased for \$600,000 on 31/07/2002 and sold on 01/11/2006 for \$15,460,600 (its valuation \$1,750,000) to a non-government entity.

?

The result of this process is an outcome that involves rural land purchased at highly inflated prices in July 2005, prior to any consultation with the community let alone decision about the preferred rail line alignment options (C3 & N1). By some coincidence it appears land, purchased by the State Government at a date prior to the commencement of the Stage 2 study, was conveniently situated at the intersection of what would be the preferred *Southern Freight Corridor* and Sydney-Brisbane rail-line.

ARTC

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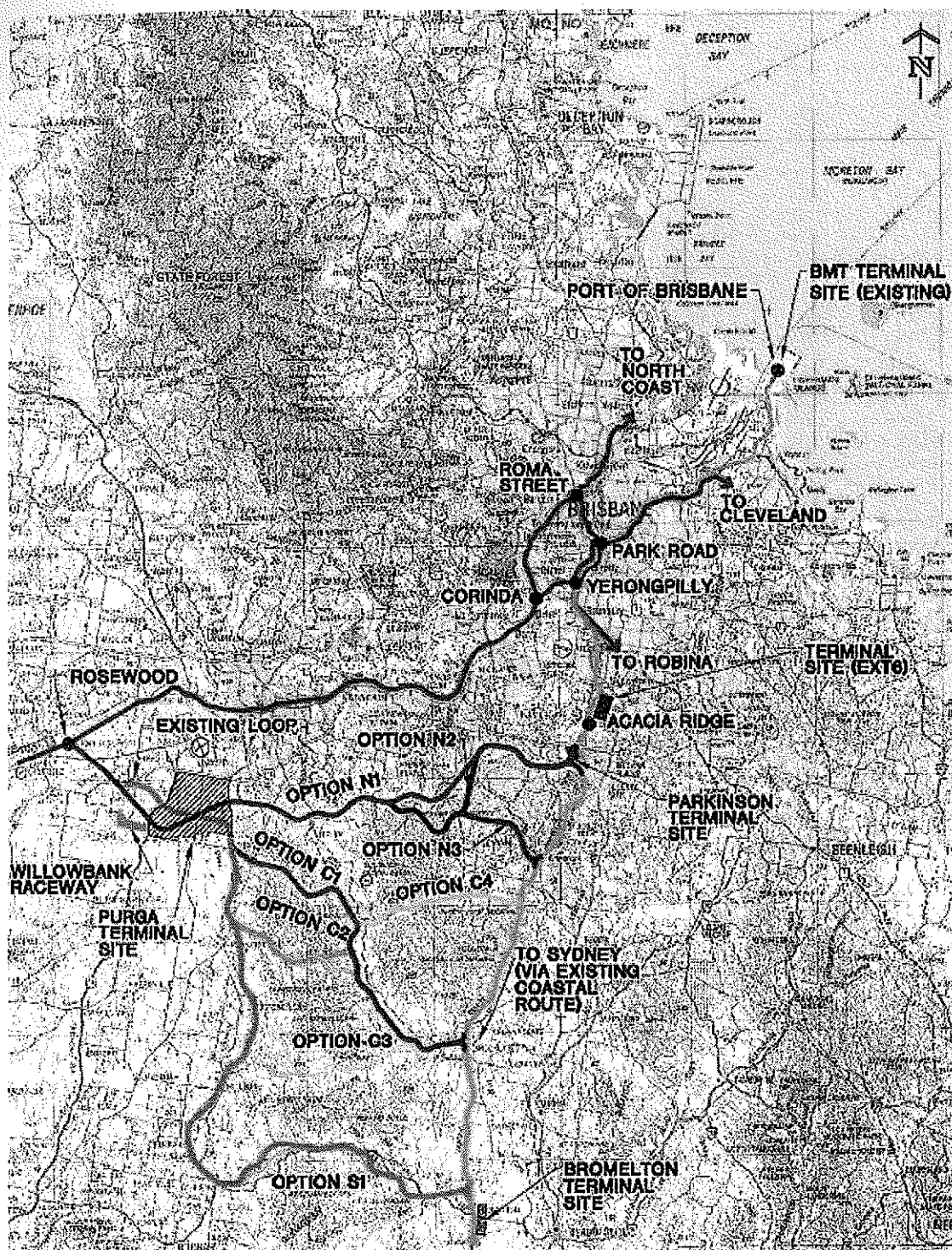


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