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The Hon. Rob Stokes MP
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SUBMISSION TO INLAND RAIL NARROMINE TO NARRABRI EIS.

I OBJECT TO THE PROJECT.

SUBMISSION (SUB-14121034) I Object to the Project – Narromine to Narrabri

My submission addresses issues associated with Route Planning, Selection Processes, Consultation, Air Quality and Engagement on Route Alignment.

1. Summary

1.1 The Environmental Impact Statement (EIS) for Inland Rail Section Narromine to Narrabri provided by Inland Rail is a charade which does not provide the facts of the Inland Rail project. The EIS is based on a continual stream of misinformation and lies from ARTC which is typical of its dealings with communities across Australia.

- a. Inland Rail does not have the necessary approvals, finances, income, nor environmental or social justifications to be allowed to continue in its path seeking to wreak havoc on many communities in both NSW and SE Queensland.
- b. The project described in the EIS has relied on the 2015 Business Case for the Inland Rail which has not been updated to reflect current budgetary requirements.
- c. Consultation with ARTC staff during Community Consultation (CCC) meetings completely ignores route options with any discussion on alternatives and impacts constantly being shut down. Gagged discussion is not consultation.
- d. ARTC has ignored the facts in landholder submissions to the current Senate Inquiry into the Management of the Inland Rail.
- e. Approvals from authorities based on this EIS would not be founded on the facts of the project and could lead to widespread class action relating to malfeasance, misfeasance and nonfeasance.
- f. Inland Rail maintained at the last CCC meeting near Brisbane on 30th November 2020 that it is now operating on a different Business Case than the 2015 Business case which it can now ignore. I was a member of that CCC (with an audio recording of that meeting). I wrote to ARTC asking for details of this new Business case. Inland Rail refused to provide it and told me to find it myself from the Federal Government.

1.2 Inland Rail 2015 Business case and budget on which the details in the Narromine to Narrabri EIS are stated by ARTC, are already known to be false as demonstrated in:

- a. The 33 published articles reproduced in the Attachment of my Submission 98 & Supplementary Submission to the Senate. See these attachments, which include the two links below in Section 2.2 of this Submission on the EIS.
- b. A refusal by ARTC to even address 59 of 72 written questions I had submitted in early 2019 outlining serious community concerns about Inland Rail.
- c. The recent injection by the Australian Government of \$5.5 billion of public money (a 50% increase in funds) to the project.
- d. It is estimated there will be at least another \$10 billion of so far unbudgeted works required to finish the project and even more will be required to fund additional works as ARTC are promising to guarantee that money sought from private investors in any Public Private Partnership (PPP) will be paid back to the private investors.
- e. Inland Rail has based the costs of its operations and maintenance on the unsupported assumptions that these costs will be covered by the subsidized exportation of thermal coal through the Port of Brisbane. ARTC has assumed (without any support) that these currently dwindling exports will double from their previous record level to 19.5 million tonnes per year and maintain those record levels until 2070. It has not even identified from which unapproved mines such exports would occur.
- f. Reports by experts in the Australian Financial Review and in the Grattan Institute plus submissions to the Senate Inquiry are scathing regarding the viability of the project. Base costs are escalating rapidly and ARTC needs to come clean and make complete disclosure.

1.3 Because there are many critical issues associated with the route, impacts and finances it would be prudent to terminate the Inland Rail at Newcastle while a total rethink of the currently unviable project is undertaken. There are major benefits from terminating the project at Newcastle. These benefits are numerous and include the much cheaper export of NSW produce (and even Victorian goods) through Newcastle using available Infrastructure. Terminating at Newcastle will minimise impacts planned by Inland Rail on NSW and SE Queensland communities. The many tens of billions of taxpayer dollars saved could be used on worthwhile projects that actually benefit communities across NSW and Queensland instead of unnecessarily devastating them. Further details on the benefits of terminating the Inland Rail at Newcastle are listed in Section G on Page 20 ("***Interaction with National Freight and Supply Chain Strategy***") of my Submission 98 to the Senate Inquiry.

2. Comments on the EIS

2.1 The EIS submitted by ARTC is a charade and misrepresents the facts as the route does not connect to any ports in either Melbourne or Brisbane. To approve the EIS based on assumptions and lies would be simply wrong.

2.2 The issue of false information continually provided by Inland Rail is not confined just to the Narramine to Narrabri EIS. Viability of the project and payment of base operating costs relies heavily on exporting record amounts of thermal coal through Brisbane. See links below:

<https://www.afr.com/companies/infrastructure/business-case-for-10b-melbourne-to-brisbane-inland-rail-unravelling-20190326-p517li> and <https://www.crikey.com.au/2018/03/20/inland-rails-dirty-secret-subsidised-coal-exports/>

The links above are reproduced in full in the Senate Inquiry Submission 98 attachments. This is further discussed throughout the Supplementary Submission to Submission 98 to the Senate Inquiry in which false misleading information provided by the Inland Rail to the Senate Committee was discussed.

2.3 After the 27th Jan 2021 Senate Inquiry Hearing in Brisbane, Senators Sue McDonald (LNP), Senator Anthony Chisholm (ALP) and Senator Roberts (One Nation) who form part of the Senate Inquiry Committee, are seeking major changes to the Inland Rail project as in the photos below:

Inland Rail labelled 'disaster' for south Brisbane residents

27/01/2021
NEIL BREEN ABC

ANTHONY CHISHOLM INLAND RAIL



Senator Anthony Chisholm has renewed criticisms of the Inland Rail project, calling the project a "disaster" despite it still being in the planning phase. "I'm in favour of inland rail; I want it to work," he told Neil Breen. "But it just seems everywhere you look at it in Queensland there's issues." Acacia Ridge is the proposed Brisbane station but Mr Chisholm said this would load south Brisbane with heavy traffic. "You're going to have all these trains turning up. "How are they going to get all these containers from Acacia Ridge to the port other than about 1500 extra trucks a day on those roads throughout southern Brisbane, which is just a disaster for residents." The senator endorsed proposals the rail could instead travel to Gladstone, which could ensure the longevity of the city's port "for generations to come". Mr Chisholm also slammed current plans for not undertaking advice the current proposed route would see the rail cross floodplains. "At the moment, all we've been able to do is raise questions and the government... doesn't seem willing to bend."



Senator Susan McDonald

27 January at 18:51 · 🌐

SENATE HEARINGS REVEAL IMPORTANT INFORMATION
At today's Senate hearings into the planning for Inland Rail, we heard from witnesses concerned about the Australian Rail Track Corporation's proposed routes and the failure to connect the track directly to the Port of Brisbane.
It is my belief that a major rethink is needed and I will be making this known in the Senate Committee recommendations.



Malcolm Roberts - Pauline Hanson's One Nation

28 January at 10:01 · 🌐

INLAND RAIL IS OFF TRACK

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Yesterday I attended a hearing into the Inland Rail project. The massively expensive project will see up to 40 heavy freight trains a day travel through southern Queensland to Acacia Ridge. (20 into Brisbane and 20 out)

Inland Rail uses passenger lines through south west Brisbane that local residents were promised would never be upgraded to heavy freight. That promise, by Labor Premier Beattie has now been broken by Premier Palaszczuk.

It is telling that neither Premier Palaszczuk nor any of her administration had the courage to front the inquiry to respond to the criticism of the route her Government is promoting.

The Mayor of Logan City Darren Power testified that within 20 years more than 50,000 residents would live with 1km of the train line, putting up with noise and vibration from 1.8km long heavy freight trains 24 hours a day.

The current plan is to terminate the line at Acacia Ridge, and not upgrade the rail link to Brisbane Port until 2040. This stupid idea will put hundreds of additional A double heavy freight trucks and related traffic onto local roads that can't handle the traffic they have now.

Inland Rail's preferred alignment also goes across the Condamine floodplain near Millmerran.

Building a 2m railway embankment across a major floodplain is a really bad idea. The small culverts being built into the embankment will quickly block during heavy rain and flood out thousands of local residents and businesses.

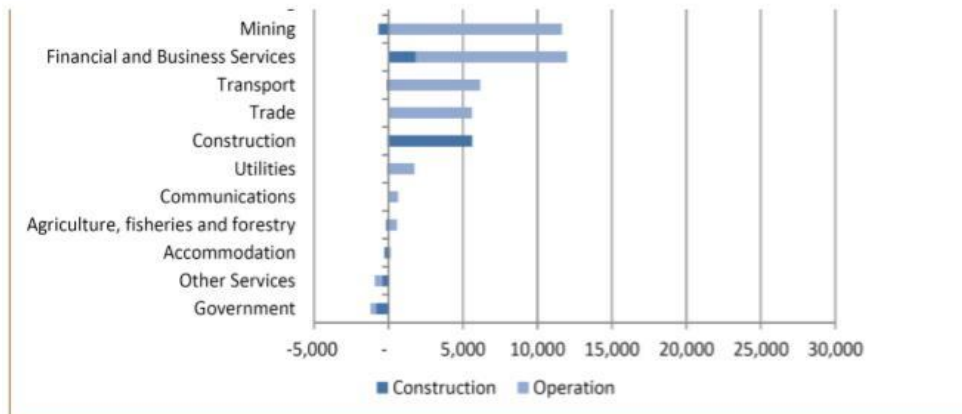
The much better route through Warwick, along mostly existing freight rail lines was not seriously considered by the ARTC, this is a poor decision.

The budget for Inland Rail now stands at \$20 billion and will go much higher. At this cost Inland Rail will never pay for itself. Our investigations into this and listening are going to continue. The more I hear, the more concerned I am about this project.

2.4 The public and the supporters of Inland Rail have been deliberately misled by ARTC stating that the project will have a huge benefit to both the rural industries and reduce deaths on the road. I'll address those two main issues here.

a). Very Little Benefit Planned by Inland Rail for Rural Industries

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



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

Figure 15 represents the benefits of the Inland Rail to various industries. This graph was presented by Inland Rail itself to the Senate Inquiry in January 2020. Note that the main beneficiary of the operation of the Inland Rail is the mining industry (in this case the thermal coal industry of SE Queensland). Of interest is the fact that New Hope Coal Group who own the coal handling facilities at the Port of Brisbane and also coal fields in SE Queensland donated \$700,000 in recent years to the LNP - see link <https://www.abc.net.au/news/2014-05-09/acland-coal-mine-liberal-party-donations/5440184?nw=0> and; <https://thefarmermagazine.com.au/video/1120/>

It is obvious from the Graph of Figure 15 presented by ARTC itself that there is very little benefit intended by Inland Rail for the Agricultural, Fisheries and Forestry industries. These industries find it much more efficient to move produce from site to recipient directly by truck. Claims to the contrary by ARTC in their public announcements and EIS's are more lies.

b). Not Reducing Deaths on the Roads

Claims are frequently made by ARTC that Inland Rail will reduce deaths on the roads. What ARTC ignores is the fact that its intention to put 45 trains per day into Brisbane at suburban Acacia Ridge to service the loading and unloading of the trains, will unleash a flood of trucks onto the already heavily congested Brisbane roads. This flood of extra trucks onto the already heavily-congested suburban roads would be expected to significantly increase road accidents and deaths. ARTC claims that each train will carry loads equivalent to 110 B-double trucks thereby potentially unleashing approximately 5,000 additional B double trucks a day through Brisbane's suburbs. However, true to form ARTC state (in correspondence) they have no idea of their impacts or resultant traffic in Queensland despite their claims of lives saved somewhere.

2.5 There are other significant issues in the EIS. However there is only very limited time and space to respond to the huge number of pages of waffle and misinformation "cut and pasted" by ARTC into its EIS. There are critical issues associated with Inland Rail that must be addressed by ARTC. There are far too many critical issues for most people to list and respond to in one submission. It is noteworthy that no negative impacts or additional costs are ever recognised or mentioned by ARTC. ARTC refuses to recognise and respond to the fact that they know that the whole project is riddled with lies and major negative impacts primarily to benefit the dwindling thermal coal exports from SE Queensland. And New Hope Coal Group, although seemingly the major beneficiary of the whole project, has remained strangely very silent publicly on the project, with not even a public Submission to the Senate Inquiry into the project.

3. Conclusion

From my comments you will note that the issues faced by landholders in the N2N are the very same issues faced by landholders dealing with ARTC Inland Rail all along the route.

I have discussed in the previous paragraphs, the critical issues associated with misinformation provided by Inland Rail relevant to its EIS and why the EIS should be totally rejected with the option of Inland Rail terminating at Newcastle. This will have significant benefits to NSW, QLD and all Australia.

Inland Rail without any relevant approvals insists it will defiantly enter Brisbane, the Airshed of which is populated by 3 million people. Inland Rail under existing Queensland Air Quality Legislation, cannot be permitted to enter the Airshed because of the seriously detrimental impacts that the very large amounts of additional diesel emissions from the project will have on our regional air quality. Brisbane Airshed regional air quality already exceeds air quality standards for both fine particulates and photochemical smog (the very pollutants increased by the large diesel emissions from the project. Malfeasance, nonfeasance and misfeasance associated with the Inland Rail and its facilitators violating existing Queensland Legislation by entering Brisbane would have very serious consequences for everyone (including probable widespread class action). I write this as the Senior air quality expert responsible to the Brisbane City Council for the formulation and implementation of the original Brisbane Air Quality Strategy in 1996 for the protection of the air quality of Brisbane City and surrounding Airshed.

A proposed turbine power station with much lower diesel emissions than the Inland Rail project was cancelled due solely to the impacts of much lower diesel emissions from the power station than that which are associated with the Inland Rail project. As is the case with the Narramine to Narrabri EIS, Inland Rail has done nothing in regard to minimising Air Quality issues and has prevented public discussion on this issue, deliberately lied and contradicted the facts to mislead the public and government officials.

1. The project described in the N2N EIS is ultimately a train finishing its journey in Brisbane. What happens in the determination of the N2N EIS ultimately affects us all;
2. This project has no Queensland approvals;
3. The N2N EIS is not in the public interest and its impacts are unacceptable which is why the project should not be approved, and ordered to terminate at Newcastle.



Lloyd Stümer

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