

Submission to the inland railway,

How things have changed in 6 months. Melbourne is no longer the most liveable city in the world. I am sure their port facility's traffic would be doing only a fraction of what it was before March 2020.

The golden triangle i.e. east of the 152° longitude in Queensland - i.e. north of Stanthorpe to the coast - is in shutdown mode with up to half of its shops in the big shopping centres closed.

The Toowoomba range bypass is experiencing one big imminent massive land slide and could end up at Withcott. The outcome, a lot of unhappy people, against the proponents of this construction – no inland port at Acacia Ridge – no inland railway.

The most liveable sites in Australia are going to be west and north of the great divide. The 80% of people who live along our coastline are on the move – back out to the bush. The developers cannot keep up the land sales to supply building blocks. The figures could easily change and reverse if we have a 1930's financial repeat! Food can become important again as it did in 1945 when food rationing was imposed.

I have only just come back from a conducted tour of Gladstone Harbour. It is an underutilised facility. With the free trade agreements we can expect 10 – 20 million people to shift west & north of the Great Divide. Glencore Coal Wandoan should be pulling strings as a backload.

Gladstone Harbour would become a massive supply link harbour.

Rural goods from south of the Victorian border up north and from the Atherton Tablelands to Gladstone would supply an ever-increasing hungry Asia, whilst the inland railway would be an important part of supply backloading Asian manufactured goods down south.

Free trade has changed things since 1945. No longer are there going to be as many free meals around! Farmers will not have to get more efficient; they will have to get more friendly as people come knocking on their door looking for a feed.

The options (Fig 3:3, purple B) where the railway crosses over east of Yelarbon is the only way to go. When it hits the main railway line it should go north through the forestry to the Leichardt highway and then on to Gladstone.

What is the point of going to Wellcamp airport? All you need is a long strip of bitumen around North Star to land freight lifters to take freight to China. Cheaper than building bridges over the McIntyre and across the plains both sides of the Condamine river.

We are looking to run up to 20,000 road trains on the Leichardt highway to Gladstone every year for the next 10 years. The Cunningham Gap Highway, with fire hazards, land slips and traffic jams, is too unreliable to transport into Brisbane as our product will be contracted for sale export.

1922-23 was the last 100-year flood the 1956, 1976 and the 1996 floods were only 20-year floods and should be disregarded for river height readings. We have been in drought for 4 years expect a 100 flood soon, the previous mayor of Goondiwindi will back me up on this.

Make sure that all your experts on flooding are in Goondiwindi without a boat or helicopter when it comes. You will get a clearer indication of information on flooding from Eddy Billings and myself after the event. You may have to send your experts a return ticket from Burke if they are good swimmers! Your North Star to the border concept will only add another meter to this problem by not letting excess water go down the Whalan creek where it went in 1976.

