



MEDIA RELEASE

Don't Let Delays Derail Inland Rail

The [Australian Logistics Council](#) (ALC) says eleventh-hour attempts to alter the approved route of the Inland Rail project are causing uncertainty for investors and local communities, placing a brake on employment growth and regional development opportunities at a time the economy can least afford it.

“Governments around Australia are united in their view that large-scale infrastructure projects will be vital in supporting our post-COVID economic recovery,” said ALC CEO Kirk Coningham.

“Inland Rail is one of the most iconic freight infrastructure projects ever undertaken and will play a significant role in modernising our supply chains. It will allow a transit time of 24 hours or less for freight trains between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.”

“Yet, with construction on the project already underway, some groups are now attempting to have changes on the Border to Gowrie section of the route. Despite the fact that extensive and independent analysis of corridor options has previously confirmed the route chosen in 2017 is the best option, there is now a further review taking place.”

“The whole point of constructing Inland Rail is to provide a safe and efficient freight rail link for Australia’s east coast that permits a transit time of 24 hours or less for freight between Melbourne and Brisbane. Altering the route to the more complex one being advocated by some will make travel times longer and will make construction a more complicated and costly exercise.”

“At a time when Australia should be moving ahead with shovel-ready infrastructure projects that can deliver economic development and employment opportunities for communities, it is disappointing that those benefits are being delayed by another review process.”

“The enormously successful [Inland Rail Conference](#) presented by ALC and the Australasian Railway Association (ARA) in Toowoomba last year clearly demonstrated a high level of support for the project from the communities along its alignment. Many local businesses have already been making investment decisions based on the route chosen in 2017.”

“Queensland is the biggest beneficiary of Inland Rail – with an estimated economic impact on Gross State Product of \$7.3 billion and an estimated peak employment impact during construction of 7,200 jobs. The last thing local communities or the economy need is for those benefits to be placed at risk by endless reviews of modelling that has been thorough and attempts to question consultation processes that have provided ample opportunity for local people to have their say.”

“ALC calls on all parties to respect the findings of this latest review once it is concluded, so that certainty is maintained and this once-in-a-generation freight rail project can start delivering benefits for local workers, businesses, exporters and consumers.”

ENDS

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