

# Response

## Inland Rail Review Report

Thursday, 6 April 2023

The Australian Logistics Council (ALC) acknowledges the findings of the Inland Rail Independent Review (the **Report**) led by Dr Kerry Schott AO and supports the Australian Government's response in implementing the recommendations in full.

As the Report says, it is expected Inland Rail will accommodate and drive a modal shift of 200,000 trucks a year, so bringing significant benefits in terms of supply chain efficiencies, environmental and congestion reductions.

The ALC believes that the Inland Rail project is of critical importance in meeting Australia's growing freight task, and that it is necessary to equip the country with modern freight transport infrastructure that can improve efficiency, safety, reliability, and sustainability in the freight transport sector.

The ALC endorses the review's suggested staged approach for the Inland Rail project, which prioritises the section from Beveridge to Parkes. This approach will increase the resilience and productivity of the supply chain and allows for enhanced connectivity between the future Inland Rail route and the existing NSW state network.

ALC is also pleased the review confirmed that the necessary service offering of a 24-hour service transit service on double stacked trains of 1800 metres in length is required for rail to be in a competitive position with road freight.

Furthermore, the ALC supports the review's recommendation to establish an independent intermodal terminal in Parkes. This terminal can provide an efficient double-stacked rail freight route between Beveridge, Parkes, and Perth, and can be instrumental in improving the efficiency and productivity of the freight transport sector.

The review also recommends the construction of two new independent intermodal terminals in Melbourne, one in Beveridge and the other in Truganina. Both are required to support an effective freight rail system. This decision aligns with the government's long-term freight strategy, which seeks to shift more freight from road to rail for a more sustainable and efficient supply chain. The ALC fully supports this decision, and believes it is an essential step in enabling rail to offer and deliver the most compelling option for freight across Australia, particularly given the plan to close the Dynon Rail Terminal in 2031.

Finally, the ALC agrees that Ebenezer is an appropriate location for an intermodal terminal. This choice fulfills the underlying objectives of Inland Rail, enhances the competitiveness of rail freight, and is proposed to be complemented by significant industrial development.

In summary, the ALC supports the Australian Government's decision to undertake this review and its response to implement recommendations made in the Inland Rail Review by Dr Kerry Schott AO. The staged approach, prioritisation of key sections, establishment of independent intermodal terminals, and emphasis on sustainability and efficiency of rail freight transport will undoubtedly improve. Australia's freight transport infrastructure and provide significant benefits to the country's economy and environment.