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Deputy Premier

Minister for State Development, Infrastructure & Planning



Member for Callide

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Queensland Government defines rail corridor policy

Landholders and the resources sector have a more certain investment future following the release of a clear Queensland Government policy on Galilee Basin rail corridors.

Deputy Premier and Minister for State Development, Infrastructure and Planning Jeff Seeney told State Parliament that the Government had cemented its policy that only two rail corridors were necessary out of the Galilee Basin.

"This week we took another important step towards opening up the massive coal reserves of the Galilee Basin for the benefit of all Queenslanders," Mr Seeney said.

"Our Government promised to resolve the ridiculous situation under Labor that saw a spaghetti of proposed rail lines criss-cross the Galilee Basin creating uncertainty for both landholders and investors.

"We promised better infrastructure and planning at the election, and we will deliver that in the Galilee Basin for the benefit of the agriculture and the resources industries.

"This shows we have a strong plan for a brighter future for Queensland's economy."

Mr Seeney said that this week, Cabinet had re-affirmed its June 2012 policy position that only two multi-user corridors were necessary to service the needs of the Galilee Basin.

"Since that announcement, the Coordinator-General has conducted extensive community and industry consultation on the proposed declaration of a Galilee Basin State Development Area within which the Government's powers of compulsory land acquisition may be exercised," he said.

"Overwhelmingly the view of the community is that the area covered by the State Development Area must be minimised to reduce impacts on landholders.

"Consistent with our views in 2012, our clear policy is that there needs to be one corridor to service the southern end of the Galilee Basin and one corridor to service the central part of the Basin.

"It has become increasingly evident that the corridors best-placed to service the region are the rail corridor approved in the Alpha Coal project joining into the Aurizon network, and the rail corridors being developed in the Carmichael Coal Mine and Rail project and the North Galilee Basin Rail project.

“My clear view is that these two corridors reflect the projects that are best placed in their approval processes, they have pit-to-port capability and they continue to progress in a manner which suggests they are serious about moving forward.”