

MINISTERIAL CORRESPONDENCE

Office of the Hon Darren Chester MP

PDR:MC17-001927
Due at MPS:

11/05/2017

OFFICE ADVICE						
TIMEFRAME	COMMENTS/INSTRUCTIONS					
Standard (10 days)						
☐ Urgent (5 days)						
☐ Other:						
ACTION						
Reply:						
Minister						
☐ Chief of Staff						
☐ Department	RECEIVED MPS					
Refer:	2 8 APR 2017					
☐ State / territory Minister (Chief of Staff reply):	Z O MIN Zon					
☐ Commonwealth Minister (MPS reply):						
Other:						
☐ Brief						
☐ Department to determine appropriate action	Adviser: MM					
☐ File – for information only	Adviser: 1049 Date: 26 19 /2017					
☐ Standard words	□ Call DLO to discuss					

DEPARTMENT ADMINISTRATION							
Referred to adviser			Referred to division				
	AW	MH	sc	A&A	LG&T	STP	
	MD	BC	BS	Corp	OTS	WSU	
	JT	NH			P&R		
Date referred: 20/4 /2017 Please seek input from other division/agency: DLO: AT SP							
Other information							
□ Referred from:							
☐ Relates to PDMS item/s:							



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www.wellcamp.com.acrics of the Minister for Infrastructure and Transport

2 0 APR 2017

RECEIVED

The Honourable Darren Chester MP Minister for Infrastructure and Transport Deputy Leader of the House Suite M1 26 Parliament House CANBERRA ACT 2600

Email: minister.chester@infrastructure.gov.au

Dear Minister

18 April 2017

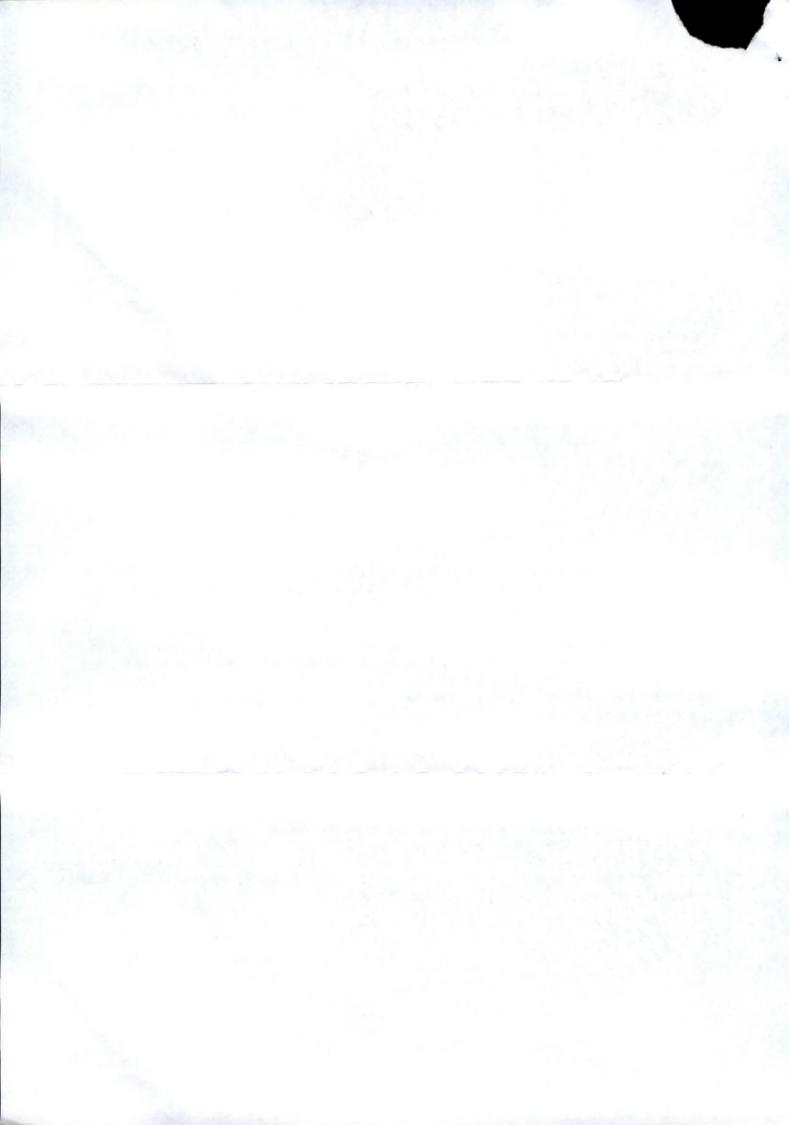
We understand the decision on the proposed route for the Inland Rail is imminent and wanted to reaffirm Wagners commitment to the project.

As the owner and operator of Brisbane West Wellcamp Airport and the holder of a very large parcel of land close to Toowoomba, we believe it is absolutely imperative that the inland rail come via the airport.

As you know we have a scheduled 747-800 Cathay aircraft departing Wellcamp weekly and we expect that to increase to three times per week later in the year. This service is the only scheduled service out of any regional port in Australia and is growing quickly.

When the study for the original route was undertaken, Wellcamp was not even on the drawing board let alone operational and as a result, we believe it necessary for the alignment proposed in 2010 to be reconsidered.

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In summary, we believe that Wellcamp is the obvious choice for a construction works depot to service the construction needs and further strengthen the case to bring the Inland Rail via the Wellcamp Airport.

There has been some discussion of a potential spur line to Wellcamp from the 2010 proposed route. We do not believe that this would stack up commercially or it would achieve the efficiencies and service offerings required.

Minister, we firmly believe that Wellcamp should be an absolute priority for the Inland Rail route and can only add value to this national building project.

We look forward to hearing from you in due course.

Kind regard

John V

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