

## **First Annual Report – Boyne Burnett Inland Rail Trail Inc.**

It gives me great pleasure to present this report for the first year of Boyne Burnett Inland Rail Trail activities. Although progress has been slow in achieving our aims, we have made steady progress throughout the year.

Prior to setting up as an incorporated body, much good work was done by the group led by Desley O'Grady. We then defined our goal for the corridor as working towards setting it up as a cycling, walking and horse-riding trail.

We completed and submitted documentation for incorporation. My thanks to the Boyne Valley Community Discovery Centre for donating our initial setup fee.

We defined our vision as

*“The Boyne Burnett Rail Trail will provide experiences for those who travel it, connecting them with culture, history, natural attractions and the built environment providing a platform for amazing economic rewards across all the regions this rail trail touches.”*

and set up our objectives.

We began the term with advice from TMR that all sleepers and railway line would be removed from the corridor and only limited/no bridges would be retained.

From a series of meetings, letters and contact with politicians we reached the stage where 51 bridges and the hogback sleepers and line in tunnel 6 will be retained.

I would like to express my appreciation to the Minister for Main Roads and Transport, Mark Bailey, for defining which bridges should be kept and his enabling continued support from the Department. Assistance from Glenn Butcher is also greatly appreciated.

The Department of Transport and Main Roads has allocated considerable funds to enable retention of the hogback sleepers in tunnel 6 and retention of key bridges.

Strong support for the project from the community through continued attendance at our meetings and Facebook and website promotion have contributed to this outcome.

We owe a big vote of thanks to the Gladstone Regional Council and the North Burnett Regional Council for their support in getting the feasibility study done, and the considerable support from Gladstone Regional Council in taking this on as a major project.

Although I've expressed disappointment in parts of the feasibility study, it will be a document on which to base future efforts enabling Gladstone Regional Council and the North Burnett Regional Council to progress with the design and development plan and business plan.

Very recently TMR has advised that they will make an access licence available for BBIRT for the northern section of the corridor. The future of the southern section sublease with NBRC remains in doubt, and Mikes group (GHRRT) continue to do good work on the southern end of the corridor.

While the time taken developing the feasibility study and future plans is frustrating, these should give us a sound foundation and way forward.

Mark McLachlan

Chair, Boyne Burnett Inland Rail Trail Inc.

