ON TRACK WITH INLAND RAIL

- Infrastructure Australia identified Inland Rail as a 'Priority Project', confirming its positive economic and financial benefits to regional communities, industry and the national economy.
- A 10-year delivery schedule will see Inland Rail operational in 2024–25.
- Inland Rail is divided into 13 individual projects across 36 local government areas in Victoria, New South Wales and Queensland.
- By the end of January 2019, more than 2,100 people had attended Industry Briefings.
- Construction of the Parkes to Narromine (P2N) section of Inland Rail commenced in December 2018.
- As at the end of January 2019, more than 820 land access agreements were in place along the entire route, facilitating technical and ecological investigations.
- The 126 km section from Toowoomba to Kagaru in Queensland, including large-scale tunnelling, will be delivered through a Public Private Partnership (PPP). Registrations of Interest were issued in early October 2018 with Expressions of Interest to be sought in 2019.
- Five Community Consultative Committees have been established in Queensland and five in New South Wales.
- By March 2019, there were dedicated Inland Rail offices in Brisbane, Toowoomba, Gatton, Sydney, Newcastle, Parkes, Wagga Wagga, and Melbourne.

INLAND RAIL’S VISION

A more prosperous Australia with a world-class supply chain based on a fast, safe, reliable, connected Inland Rail. We will plan and build this with the support of governments, in partnership with the private sector and hand-in-hand with the community.
In 2015 ARTC and PricewaterhouseCoopers prepared a detailed economic analysis of the benefits and costs of Inland Rail. We found that:

- With Australia’s population projected to increase to 36.8 million people by 2047, productive freight networks, ports and other critical infrastructure are the key to efficient supply chains and to Australia’s competitiveness.
- It is estimated the transport and logistics sectors of the Australian economy contribute 14.5% of gross domestic product (GDP), with Australia’s supply chain worth an estimated $150 billion every year.
- Inland Rail is projected to increase Australia’s GDP by $16 billion during construction and first 50 years of operation.
- Up to 16,000 jobs will be created at the peak of construction and 700 ongoing jobs once operational.
- Inland Rail has an economic benefit cost ratio of 2.62.
- Inland Rail offers a decisive step change in capacity, capability and interoperability of the national freight rail system.
- Inland Rail will intersect the East–West corridor at Parkes better connecting all state mainland capitals.
- With Inland Rail offering a road competitive service, rail market share from Melbourne to Brisbane would increase from 26% in 2013–14 to 62% by 2049–50.
- Inland Rail will serve a variety of freight markets, not just Melbourne-Brisbane, with significant demand from regional commodities and interstate freight.
- Inland Rail will be a catalyst for other complementary investments in the supply chain including new multimodal terminals, processing facilities and distribution centres.

Inland Rail is projected to increase Australia’s GDP by $16 billion during construction and first 50 years of operation.

### INLAND RAIL SERVICE OFFERING

When we started work on Inland Rail we sought input from customers, rail users and other key stakeholders to help us form the Inland Rail Service Offering.

It is central to Inland Rail and reflects the priorities of freight customers for a road competitive service. It will deliver competitive pricing, 98% reliability, a transit time between Melbourne and Brisbane of less than 24 hours and freight that is available when the market wants it.

### DELIVERING INLAND RAIL

A delivery schedule has been developed for Inland Rail, including time to obtain all planning and environmental approvals and completed construction.

#### 2021

Public Private Partnership (PPP) established and construction commenced on the most technically challenging portions of the alignment.

#### 2025

Inland Rail will have double stacking capability along the full Melbourne to Brisbane route and first trains running.

### INLAND RAIL – KEY TECHNICAL CHARACTERISTICS THAT UNDERPIN THE SERVICE OFFERING

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Details</th>
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</thead>
<tbody>
<tr>
<td>Train Length</td>
<td>1,800 m with future proofing for ultimate 3,600 m train length</td>
</tr>
<tr>
<td>Axle Load / Max Speed</td>
<td>21 tonnes @ 115 km/h, 25 tonnes @ 80 km/h, with future proofing for 30 tonnes @ 80 km/h</td>
</tr>
<tr>
<td>Double Stacking</td>
<td>7.1 m clearances for double stack operation</td>
</tr>
<tr>
<td>Interoperability</td>
<td>Full interoperability with the interstate mainline standard gauge network</td>
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<td></td>
<td>Dual-gauging in Queensland to provide for connectivity to the Queensland narrow gauge regional network</td>
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<tr>
<td></td>
<td>Connections to regional and national freight networks providing for standard gauge connections to the ports of Melbourne, Port Kembla, Sydney, Newcastle, Brisbane, Adelaide and Perth.</td>
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</table>
INLAND RAIL ALIGNMENT MAP

01 TOTTENHAM TO ALBURY WOODONGA
Approximately 305 km of existing track. This track will be upgraded to increase height clearance to accommodate double stacking.

02 ALBURY WOODONGA TO ILLABO
Approximately 185 km of existing track. This track will be upgraded to increase height clearance to accommodate double stacking.

03 ILLABO TO STOCKINBINGAL
Approximately 37 km of new track. The route bypasses the winding section of track called the Bethungra Spiral.

04 STOCKINBINGAL TO PARKES
Approximately 169 km of existing track. Inland Rail will benefit from the track upgrades ARTC has already completed to this section. Additional works will be undertaken to accommodate double stacking.

05 PARKES TO NARROMINE
Approximately 98.4 km of existing track and 5 km of new track. This track will be upgraded to improve transit times.

06 NARROMINE TO NARRABRI
Approximately 300 km of new track. This new track will reduce the overall journey time and complete one of the missing links between Melbourne, Adelaide, Perth and Brisbane.

07 NARRABRI TO NORTHSTAR
Approximately 188 km of upgraded track and 1.6 km of new track. This track will be upgraded (with a deviation) to allow Inland Rail traffic to travel at maximum speed.

08 NORTH STAR TO NSW/QLD BORDER
Approximately 37 km of new track. This will complete one of the key missing links between NSW and QLD, using disused rail corridor or new track to connect to the operating line running to Yelarbon.

09 NSW/QLD BORDER TO GOWRIE
Approximately 146 km of new dual gauge track and 78 km of upgraded track from the NSW/QLD border near Yelarbon, to Gowrie Junction, north-west of Toowoomba.

10 GOWRIE TO HELIDON
Approximately 26 km of new dual gauge track. This route will traverse the steep terrain of the Toowoomba Range and will include a 6.4 km tunnel.

11 HELIDON TO CALVERT
Approximately 47 km of new dual gauge track (approximately half within existing rail corridors). This track will cross the Lockyer Valley floodplain and the Little Liverpool Range with a 1.1 km tunnel.

12 CALVERT TO KAGARU
Approximately 53 km of new dual gauge track. Using 1.1 km of tunnelling this section will connect Inland Rail with the Sydney to Brisbane coastal line, diverting freight away from metropolitan areas.

13 KAGARU TO ACACIA RIDGE AND BROMELTON
Approximately 49 km of existing track. This track will be upgraded to increase height clearance to allow double stacking.
THE BENEFITS OF INLAND RAIL

A more prosperous Australia with a world-class supply chain based on a fast, safe, reliable, connected Inland Rail.

- MAKING OUR PRODUCERS globally competitive
- IMPROVING ACCESS TO AND FROM REGIONAL MARKETS
- Enhancing the national rail freight network
- REDUCING SUPPLY CHAIN COSTS
  - Less than 24 hours rail transit time
  - Reduces rail freight costs by $10 per tonne
  - 9 million tonnes of agricultural freight including 2 million tonnes attracted from road
- CREATING JOBS
- IMPROVING LINKAGES
- IMPROVING SUSTAINABILITY
  - Creating 16,000 jobs at the peak of construction
  - 750,000 less tonnes of carbon and 1/3 of the fuel of road
- BETTER CONNECTING CITIES AND FARMS TO MARKETS
- REDUCING BURDEN ON ROADS AND IMPROVING SAFETY
  - 200,000 fewer trucks per annum from 2050

FOR MORE INFORMATION

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CURRENT AS AT APRIL 2019