OVERVIEW

1. Introductions
2. Why we are building Inland Rail
3. Parkes to Narromine project
4. Our work
5. Feedback on how we can do better
6. Working in the community and getting involved
7. Questions
MEETING THE FREIGHT CHALLENGE WITHOUT INLAND RAIL

- **2015**
  - ROAD: 4.7 mt
  - RAIL: 2 mt

- **2030**
  - ROAD: 6.3 mt
  - RAIL: 3.7 mt

- **2050**
  - ROAD: 9.7 mt
  - RAIL: 7.0 mt
Meeting Australia’s growing population and freight needs - connecting regional areas to domestic and international markets

Inland Rail is a 1,700km freight line project between Melbourne and Brisbane

Fully operational in 2024/25 - 10 year delivery program

13 projects - construction of Parkes to Narromine first one to start
MEETING THE FREIGHT CHALLENGE WITH INLAND RAIL

2015: Road 4.7mt, Rail 2.0 mt
2030: Road 4.8 mt, Rail 5.7 mt
2050: Road 6.8 mt, Rail 11.1 mt

200,000 FEWER TRUCKS = SAFER, LESS CONGESTED ROADS
ENDORSED SERVICE OFFERING

RELIABILITY

- 98%

PRICE

- $24 PER HOURS

TRANSIT TIME

- <24 HOURS

FREIGHT AVAILABLE WHEN THE MARKET WANTS

INLAND RAIL - KEY TECHNICAL CHARACTERISTICS THAT UNDERPIN THE SERVICE OFFERING

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Description</th>
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<tbody>
<tr>
<td>Train Length</td>
<td>1800m with future proofing for ultimate 3600m 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>7.1m clearances for double stack operation</td>
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</table>
| Interoperability        | Full interoperability with the interstate mainline standard gauge network  
                          | Dual-gauging in Queensland to provide for connectivity to the Queensland narrow gauge regional network  
                          | Connections to the regional and national networks providing standard gauge connections to the ports of Melbourne, Port Kembla,  
                          | Sydney, Newcastle, Brisbane, Adelaide and Perth.                                             |
BENEFITS OF INLAND RAIL

- **Road competitive service**
- **Reducing Congestion**
- **Reducing Burden**

1/3 of the fuel of road

Globally Competitive
For producers

Connecting
Cities, farms, mines and ports
CSIRO Transit Inland Rail Supply Chain Mapping Pilot Study
WHAT WILL TRAVEL ON INLAND RAIL?

- **2030**
  - Coals and Minerals: 37%
  - Intercapital: 52%
  - Agriculture: 11%

- **2050**
  - Coals and Minerals: 25%
  - Intercapital: 67%
  - Agriculture: 9%
PARKES TO NARROMINE
$300+ MILLION INVESTMENT

- More than $300 million is being invested to build the Parkes to Narromine section of Inland Rail by ARTC.
- ARTC has contracted, INLink a joint venture between BMD Constructions and Fulton Hogan.
- 98.4km of existing rail track upgraded and 5.3km of new track to be built.
- We will also be building 3 crossing loops (where trains can pass).
PARKES TO NARROMINE COMPONENTS

- 103 km new and upgraded track and 3 passing loops
- Excavation 497,000 m³ Earthmoving 633,000 m³
- 161 new culvert structures
- Removal of 132 culvert structures
- 184,000 Concrete sleepers
- Transporting supplies
- 63 level crossing upgrades
- Reinforced concrete
- Service Relocations
WHAT WE ARE DOING

Construction

- Building 5.3km of new track between Coopers Road and Henry Parkes Way, Parkes
- Removing rail and formation between Goonumbla and Narwonah
- Starting to build new rail between Goonumbla and Narwonah

Site Compounds

- Station Lane, Peak Hill
- Coopers Road, Parkes
- Clarke Street, Parkes

Level crossing upgrades and road closures

- Barber and Wards Lane closed until June 2019
- Coopers Road closed 1 April until early July 2019
- Taweni Road/Railway Road closure for 9 months
- Brolgan Road likely to start temporary diversion from April 2019
Over 180 people working on Inland Rail
Materials from Calvani Crushing and Ausrock Quarries – Over $7 million
Last concrete sleeper train
Removing ballast from sleepers
Unclipping the old rail
Removing the old rail - 27.13 km removed
Old rail taken away by train for reuse
Old culvert removal
Formation removal – 42,217 sleepers removed
Base for new culverts
Construction North West Link
Construction North West Link
Construction North West Link
MANAGING OUR WORK – ENVIRONMENTAL MANAGEMENT

Building a project like this can have impacts on the local community

• We do our best to monitor the impacts which includes noise and dust monitoring.
• We also have a 24/7 hotline number (1800 732 761) for the community to contact with any feedback or concerns.

Opportunity for community feedback on our work, any issues and how we can do better to manage any impacts.
Workforce Participation
Recruitment / Training / Mentoring / Women in Construction/
Mental Health / Local participation + performance

Building Local Capacity
IN THE COMMUNITY

Our team
• Over 180 people working on the project
• 57 of our staff living in the local region
• Over $600,000 spent by us with local suppliers in the community
• Using local whenever possible for our work
• Supporting community events including town shows, Elvis Festival and Clean Up Australia
Over 180 people working on Inland Rail
Materials from Calvani Crushing and Ausrock Quarries – Over $7 million
Culvert deliveries
Last concrete sleeper train
Sleeper unloading
Removing ballast from sleepers
Unclipping the old rail
Removing the old rail - 27.13 km removed
Old rail taken away by train for reuse
Old culvert removal
Formation removal – 42,217 sleepers removed
Earthworks
Base for new culverts
Construction North West Link
Construction North West Link
Construction North West Link
QUESTIONS ABOUT OR WORK OR FEEDBACK
THANK YOU