INLAND RAIL

Transforming the way we move freight around the country

Creating a new reality for Australia
Infrastructure Australia endorsed the ARTC Inland Rail Business Case

Inland Rail declared a priority infrastructure project (May 2015)
THE BUSINESS CASE FOR INLAND RAIL

▪ Generate $16 Billion in additional economic benefits
▪ Deliver 16,000 direct and indirect jobs
▪ Make the nation safer and more efficient by removing +200,000 truck movements from the road each year by 2050
▪ Provide the backbone for a world-class supply chain
▪ Help meet Australia’s freight challenge
▪ Help reduce congestion on the main arteries to Brisbane, Sydney, Melbourne
NATIONAL AND STATE BENEFITS

GDP/GSP BOOST

NATIONAL
$16+ Billion

QUEENSLAND
$7.2 Billion

NEW SOUTH WALES
$2.6 Billion

VICTORIA
$7.0 Billion

JOBS

16,000

QUEENSLAND
7,200

NEW SOUTH WALES
5,000

VICTORIA
2,800

OTHER STATES
1,000
MOVING FREIGHT WITH INLAND RAIL

- **2015**: ROAD 70%, RAIL 30%
- **2030**: ROAD 46%, RAIL 54%
- **2050**: ROAD 38%, RAIL 62%
WHAT TYPE OF FREIGHT ARE WE MOVING?

- COAL AND MINERALS: 25%
- AGRICULTURE: 9%
- INTERCAPITAL: 66%

NET TONNE KILOMETRES: 2050
OUR VISION FOR INLAND RAIL

- CONNECTED
- FAST
  - Straight and flat
  - NOW 33hrs
  - FUTURE <24 MELBOURNE TO BRISBANE
- RELIABLE
  - 98%
- COST EFFECTIVE

Safer, less congested roads

COST REDUCTION COMPARED TO ROAD (2025) 35%
CONNECTING TWO GROWING CAPITAL CITIES
CONNECTING TO THE REGIONS – NSW
CONNECTING TO THE REGIONS – QLD

MILLMERRAN LINE
[corridor incorporated into Inland Rail]
Grain: 50,000 tonnes
<500K 1M Tonnes p.a.

GOONDWINDI / THALLON LINE
[joining Inland Rail at Yelarbon Jn]
Grain & export containers: 300,000 tonnes
0 500K 1M Tonnes p.a.

WESTERN LINE
[joining IR near Gowrie Junction]
Coal: 4.9 mtpa
0 5 10 Metric tonnes p.a.
Grain and livestock: 300,000
0 500K 1M Tonnes p.a.

WARWICK LINE
[joining IR at Gowrie Junction]
There is the potential for small volumes off this line.

FEEDING FROM QUEENSLAND REGIONAL NETWORK
OUR VISION FOR INLAND RAIL

- CONNECTED
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  - Straight and flat
  - NOW 33hrs
  - FUTURE <24 MELBOURNE TO BRISBANE
- RELIABLE
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- COST EFFECTIVE
  - Safer, less congested roads
  - COST REDUCTION COMPARED TO ROAD (2025) 35%
COST EFFECTIVE

P2N PILOT STUDY
Potential for greater regional freight cost savings than the Business Case forecast
FINAL RECOMMENDED ALIGNMENT

ROUTE SELECTION
2004 - 2019
2006 – North–South Rail *Corridor* Study –

- East?
- West?
- Central?

Responsible Federal Minister
Hon Warren Truss
Go West

ROUTE SELECTION

KEY FINDINGS
NORTH–SOUTH RAIL CORRIDOR
2016
Key question

What is the best combination of existing (brownfield) and new (greenfield) corridors?
Inland Rail Implementation Group (IRIG) 2015

Chaired by The Hon John Anderson AO

Endorsed the IRAS alignment

Infrastructure Australia endorsed the ARTC Inland Rail Business Case (May 2015)

Inland Rail declared a priority infrastructure project
Alternative corridor assessment process

Conducted by independent consultants Aurecon and AECOM

Overseen by Yelarbon to Gowrie Project Reference Group (PRG)

Chaired by Mr Bruce Wilson AM

NSW/QLD BORDER TO GOWRIE ROUTE OPTIONS 2016 - 2017
DELIVERING ECONOMIC BENEFITS

GENERAL
- Intermodal/Terminals
- Workforce training and development
- New Business Ventures

NEW BUSINESS VENTURES
- Quarries
- Water Supply
- Precast Concrete
- Bus Transport
- Crane Hire
- Containers and site offices
- Survey
- Plant and equipment maintenance

P2N CURRENT
Construction contract $300+ million
- Ballast/capping supply $17 million
- Culverts $13 million
- Turnouts $4 million
- Concrete sleepers $18.9 million
- Steel rail $18 million
DELIVERING LOCAL BENEFITS RESPONSIBLY

INLAND RAIL SOCIAL PERFORMANCE PROGRAM

1. WORKFORCE MANAGEMENT
2. LOCAL AND INDIGENOUS INDUSTRY PARTICIPATION
3. HOUSING AND ACCOMMODATION
4. HEALTH AND COMMUNITY WELLBEING
5. COMMUNITY AND STAKEHOLDER ENGAGEMENT

SOCIO-ECONOMIC OUTCOMES

SOCIAL PERFORMANCE

SOCIAL OUTCOMES
CONSTRUCTION IS UNDERWAY
SOCIAL PERFORMANCE
P2N Q1

- 474 people worked on the project
- 240 local residents worked on the project, of which 52 were Indigenous people
- 46 local businesses had supplied to the project
- 4 Indigenous businesses had supplied to the project
Cut to Fill - 11,700,000 m$^3$
cut to 10,400,000 m$^3$
fill Formation (capping) layer – 194,327 m$^3$

131 culverts of various sizes

51 bridges totalling 3.94 km in length

6 road over rail grade separations

11 viaducts totalling 8.07 km in length

Active – 10
Passive – 11

8.51 km in length

133.6 km of new dual gauge track, 11 passing loops to cater for 1.8 km trains

Local road realignment 4.7 km
New road access 7.3 km

PPP – 126 KM OF COMPLEXITY

Bringing innovation where it’s needed most
# WHAT TO EXPECT

<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>DESCRIPTION</th>
<th>BROWNFIELD KM</th>
<th>GREENFIELD KM</th>
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<th>FORECAST CONSTRUCTION COMPLETION</th>
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*Note the Quarters are in calendar years*
RECAPPING THE CASE FOR INLAND RAIL

- National priority project
- Connected without going everywhere
- National and regional benefits
- Sensible mitigations for those impacted
- Creates a new reality

QUESTIONS: inlandrailenquiries@artc.com.au
THANK YOU