ABOUT INLAND RAIL

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the ‘spine’ of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This new 1,700 kilometre line is the largest freight rail infrastructure project in Australia. It will connect our farms, mines, cities and ports to domestic and international markets. It will support Australia’s four richest farming regions, as well as providing supply chain benefits and substantial cost savings for producers.

ABOUT THE KAGARU TO ACACIA RIDGE AND BROMELTON PROJECT

The Kagaru to Acacia Ridge and Bromelton project (K2ARB) consists of enhancements to, as well as commissioning of, dual gauge operations along the existing interstate track between Kagaru and both Bromelton and Acacia Ridge.

There is about 49km of existing track to be enhanced enabling double-stacking capability along the existing interstate route both south from Kagaru to Bromelton and north from Kagaru to Brisbane’s major intermodal terminal at Acacia Ridge.

It will involve lowering of the rail under five bridges (Beaudesert Road, Learoyd Road, Johnson Road, Middle Road and Pub Lane), the construction of two new crossing loops at Larapinta and Kagaru; and the extension of the existing ones in Greenbank and Kagaru.

PROJECT FACT SHEET

INLAND RAIL PROJECTS

Inland Rail has been divided into 13 projects to deliver the 1,700km rail line by 2024/25. K2ARB will use existing rail lines and is one of five projects in Queensland.
We are here

*Timeframes are indicative and are subject to change

The project will use the existing Sydney to Brisbane Rail Corridor. ARTC has managed and controlled the track since 2004 and now leases it from the Queensland Department of Transport and Main Roads.

WHAT HAS BEEN HAPPENING?

In February 2019, Inland Rail submitted an Initial Advice Statement (IAS) to the Office of the Coordinator-General in support of an application for a ‘coordinated project’ declaration under the provisions of the Queensland State Development and Public Works Organisation Act 1971. If the K2ARB project is declared coordinated, an Environmental Impact Statement (EIS) will be required to be prepared. The project will be referred to the Minister for the Environment for a decision under the Environment Protection and Biodiversity Conservation Act 1999 (Cth) [EPBC Act] at a future date.

CURRENT STATUS

The K2ARB project is now in the feasibility phase. Further investigations are required to complete the design, and recommend mitigation to manage any associated impacts, both during construction and operation of the line. The Technical and Approvals Consultancy Services (TACS) contract for this work was awarded to Hatch in December 2017.

Some studies you may see being conducted in your area include:

- **ecological surveys** – to identify habitats and/or species that exist within the area of investigation
- **utility identification surveys** – to identify infrastructure such as gas and water pipelines
- **heritage surveys** – investigations for any evidence of Aboriginal and non-Aboriginal artefacts/heritage
- **noise, air quality and vibration surveys** – to measure background noise, air quality and vibration levels at key sites
- **land surveys** – to identify any easements and to install survey pegs if required
- **geotechnical investigations** – to obtain information about the physical properties of the soil and rock
- **hydrology studies** – to obtain information about flooding, and surface water movements.

ABOUT ARTC

ARTC is an Australian Government-owned corporation with nearly 20 years of experience in building, operating and maintaining over 8,500km of standard gauge rail track across New South Wales, Queensland, South Australia, Victoria and Western Australia.

Australia’s rail infrastructure and rail operations are divided into ‘below’ rail (track management) and ‘above’ rail (trains and rollingstock). The ‘below’ rail functions are performed by ARTC which include managing the rail track, infrastructure such as bridges, tunnels, viaducts and thousands of signals and level crossings.

Rail operators are responsible for the ‘above’ rail operations and run hundreds of trains on the ARTC network daily. These rail operators, as well as a number of coal companies, are ARTC’s customers.

Together, ARTC and its customers support industries and businesses that are vital to the nation’s economy – the network facilitating the safe and reliable movement of intermodal containers, agricultural products, general freight and passenger services, as well as hundreds of thousands of tonnes of minerals.

ARTC employs over 1,300 people and is committed to safety, the environment and the local communities in which it operates.

TALK TO US

For feedback on the existing Brisbane to Sydney rail line, contact Enviroline on 1300 550 402 or email enviroline@artc.com.au

If your query relates specifically to the enhancement activities of the Kagaru to Acacia Ridge and Bromelton section of the Inland Rail Programme, contact us as below:

- 1800 732 761
- inlandrailqld@artc.com.au
- ARTC Inland Rail, GPO Box 2462, Queen Street, Brisbane Qld 4000
- inlandrail.com.au

CURRENT AS AT FEBRUARY 2019