Infrastrucure Australia identified Inland Rail as a ‘Priority Project’, confirming to the Australian Government its positive economic and financial benefits to regional communities, industry and the national economy.

A 10-year delivery schedule that will see Inland Rail operational in 2024-2025.

The Programme is divided into 13 individual projects across 38 local government areas in Victoria, New South Wales and Queensland.

Mobilisation for the construction of the Parkes to Narromine (P2N) section of Inland Rail commenced in November 2018.

11 of the other 12 Inland Rail projects are at Feasibility Design stage, with the Narrabri to North Star (N2NS) project at Detailed Design stage.

By the end of August 2018, more than 2,100 people had attended Industry Briefings.

In mid-October 2018, a $300+ million construction contract was signed for work to begin on the P2N section.

As at the end of September 2018, more than 1,140 land access agreements were in place along the entire route.

The 126km 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 Market Sounding taking place during November 2018.

Five Community Consultative Committees (CCCs) have been established in Queensland with four CCCs being set up in New South Wales.

A ceremonial sod turn event will take place in Parkes in December 2018 to mark the commencement of construction.

By early 2019, there will be dedicated Inland Rail offices in Brisbane, Toowoomba, Gatton, Sydney, Newcastle, Parkes, Wagga Wagga, and Melbourne.

Inland Rail is a once in a generation project that enhances the national supply chain and connects regional Australia to 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 1,700km line is the largest freight rail infrastructure project in Australia. It will better connect farms and cities to markets and will support some of Australia’s richest farming regions, providing supply chain benefits and substantial cost savings for producers.

In 2017, the Australian Government selected the Australian Rail Track Corporation (ARTC) to deliver the multibillion dollar infrastructure in partnership with the private sector.

The Government has committed $9.3 billion to deliver Inland Rail. Construction on Inland Rail will commence in 2018 building on significant progress made in 2017, including early supporting works. Inland Rail is expected to be fully operational in 2024–25.

Better infrastructure and an effective national freight operation are key to efficient supply chains, Australia’s competitiveness and the lifting of our nation’s wealth and prosperity.

At its heart, Inland Rail is about getting products to consumers more efficiently and safely. The first train is scheduled to operate in 2024-25 and each 1,800m train on Inland Rail will take the same volume of freight as 110 B-double trucks.
THE CASE FOR INLAND RAIL

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 over its 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 over its 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.

The Service Offering is underpinned by the key technical characteristics outlined below.

DELIVERING INLAND RAIL

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

By 2021
Public Private Partnership (PPP) established and construction commenced on the most technically challenging portions of the alignment.

By 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>Characteristic</th>
<th>Specification</th>
</tr>
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<tbody>
<tr>
<td>Train Length</td>
<td>1,800m with future proofing for ultimate 3,600m train length</td>
</tr>
<tr>
<td>Axle Load / Max Speed</td>
<td>21 tonnes @ 115km/h, 25 tonnes @ 80km/h, with future proofing for 30 tonnes @ 80km/h</td>
</tr>
<tr>
<td>Double Stacking</td>
<td>7.1m 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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<tr>
<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>
</tr>
</tbody>
</table>
INLAND RAIL ALIGNMENT

**NSW/QLD BORDER TO GOWRIE**
Approximately 144km of new, dual gauge track and 78km of upgraded track from the NSW/QLD border near Yelarbon, to Gowrie Junction, north-west of Toowoomba.

The Australian Government has determined a nominal 2km wide preferred study corridor for the project. Detailed environmental and engineering investigations will now be undertaken in the study corridor to determine a refined alignment for the rail line.

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

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

**KAGARU TO ACACIA RIDGE & BROMELTON**
Approximately 47km of existing track. This track will be upgraded to increase height clearance and allow double stacking.

**NSW/QLD BORDER TO GOWRIE**
Approximately 26km of new dual gauge track. This route will traverse the steep terrain of the Toowoomba Range and will include a 6.4km tunnel.

**GOWRIE TO HELIDON**
Approximately 49km of new, dual gauge track and 78km of upgraded track from the NSW/QLD border near Yelarbon, to Gowrie Junction, north-west of Toowoomba.

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

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

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

**STOCKINBINGAL TO PARKES**
Approximately 300km 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.

**STOCKINBINGAL TO PARKES**
Approximately 185km of existing track. This track will be upgraded to increase height clearance and to accommodate double stacking.

**ALbury (VIC/NSW BORDER TO ILLABO**
Approximately 185km of existing track. This track will be upgraded to increase height clearance and to accommodate double stacking.

**ALLEY IVIC/NSW BORDER TO ILLABO**
Approximately 305km of existing track. This track will be upgraded to increase height clearance and to accommodate double stacking.

**NARROMINE TO NARRABRI**
Approximately 37km of new track. The route bypasses the winding section of track called the Bethungra Spiral.

**NARRABRI TO NSW/QLD BORDER**
Approximately 37km of new track. This track will be upgraded to improve transit times.

**PARKES TO NARRABRI**
Approximately 98.4 km of existing track, 5km of new track. This track will be upgraded to improve transit times.

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

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

**TOTTENHAM TO ALBURY (VIC/NSW BORDER**
Approximately 305km of existing track. This track will be upgraded to increase height clearance and to accommodate double stacking.
THE BENEFITS OF INLAND RAIL

Inland Rail provides a backbone freight rail link between Melbourne and Brisbane.

- BETTER CONNECTING CITIES AND FARMS TO MARKETS
- REDUCING SUPPLY CHAIN COSTS
- IMPROVING ACCESS TO/FROM REGIONAL MARKETS
- IMPROVING SUSTAINABILITY
- IMPROVING LINKAGES
- CREATING JOBS
- MAKING OUR PRODUCERS globally competitive
- REDUCING BURDEN ON ROADS and improving safety
- FASTER, MORE RELIABLE
- Enhancing the national standard gauge connection
- Reduces rail costs by $10 per tonne
- Less than 24 hours rail transit time
- Creating 1,000s of jobs during and after construction
- 9 million tonnes of agricultural freight including 2 million tonnes attracted from road
- 750,000 less tonnes of carbon and 1/3 of the fuel of road
- Reducing congestion and creating capacity for Sydney road and rail
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FOR MORE INFORMATION

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