The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.
OUR VISION

“A more prosperous Australia with a world-class supply chain based on a fast, reliable, connected Inland Rail.”
WHAT IS IT?

It’s a long, long way...
### WHAT IS IT?

Moving a lot of freight

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**INLAND RAIL - KEY TECHNICAL CHARACTERISTICS**

<table>
<thead>
<tr>
<th>Category</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Train Length</strong></td>
<td>1,800m initially</td>
</tr>
<tr>
<td><strong>Axle Load / Max Speed</strong></td>
<td>21 tonnes @ 115km/h, 25 tonnes @ 80km/h, with future proofing for 30 tonnes @ 80km/h</td>
</tr>
<tr>
<td><strong>Double Stacking</strong></td>
<td>7.1m clearances for double stack operation</td>
</tr>
<tr>
<td><strong>Interoperability</strong></td>
<td>- Full interoperability with the interstate mainline standard gauge network</td>
</tr>
<tr>
<td></td>
<td>- Dual-gauging in Queensland to provide for connectivity to the Queensland narrow gauge regional network</td>
</tr>
<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>

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WHAT IS IT?

It’s technically challenging
In just 126kms we have...

- **Earth Works**
  - Cut to Fill - 11,700,000m³
  - Cut to 10,400,000m³ fill Formation (capping) layer – 194,327m³

- **Culverts**
  - 131 culverts of various sizes

- **Bridges**
  - 51 bridges totalling 3.94km in length

- **Viaducts**
  - 11 viaducts totalling 8.07km in length

- **Grade Separations**
  - 6 road over rail grade separations

- **Tunnels**
  - 8.51km in length

- **Public Level Crossings**
  - Active – 10
  - Passive – 11

- **Roads**
  - Local road realignment 4.7km
  - New road access 7.3km

- **Trackwork**
  - 133.6km of new dual gauge track, 11 passing loops to cater for 1.8km trains
WHY INLAND RAIL?

- Generate $16 Billion in additional economic benefits
- Create 16,000 direct and indirect jobs
- Make the nation safer and more efficient by removing +200,000 trucks from the road
- Help reduce congestion on the main arteries to our capital cities
- Provide the backbone for a world-class supply chain
- Help meet Australia’s freight challenge
MOVING FREIGHT WITHOUT INLAND RAIL

- **2015**
  - Road: 70%
  - Rail: 30%

- **2030**
  - Road: 63%
  - Rail: 37%

- **2050**
  - Road: 58%
  - Rail: 42%
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
WHAT IS IMPORTANT TO MAKING THE BUSINESS CASE WORK?

- **CONNECTED**
- **FAST**
  - Straight and flat
  - NOW: 33hrs
  - FUTURE: <24 hrs
  - MELBOURNE TO BRISBANE
- **RELIABLE**
  - 98%
  - Safer, less congested roads
- **COST EFFECTIVE**
  - 30% COST REDUCTION COMPARED TO TRUCKS
MACRO ECONOMIC BENEFITS

GDP/GSP
- National: $16+ Billion
- Queensland: $7.2 Billion
- New South Wales: $2.6 Billion
- Victoria: $7.0 Billion

JOBS
- National: 15,000
- Queensland: 7,200
- New South Wales: 5,000
- Victoria: 2,800
DELIVERING REGIONAL BENEFITS

Interconnection and interoperability = more flexibility and cost savings to farmers

$10 per tonne saving on freight costs
HOW WE’RE DELIVERING OUR VISION

WITH SUPPORT FROM GOVERNMENT
$9.3bn commitment

IN PARTNERSHIP WITH THE PRIVATE SECTOR

HAND-IN-HAND WITH THE COMMUNITY
NETWORK ENGAGEMENT LOCAL SUPPORT JOBS
PARTNERING WITH THE PRIVATE SECTOR IN DELIVERING REGIONAL 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 $300m+
• Ballast/capping supply $17m
• Culverts $13m
• Turnouts $4m
• Concrete sleepers $17.5m
• Steel rail $18m
HAND-IN-HAND WITH THE COMMUNITY

OUR COMMITMENT
- Engage
- Listen and hear
- Empathise
- Respond
HAND-IN-HAND WITH THE COMMUNITY

ENGAGING ACROSS THE WHOLE PROJECT LIFE CYCLE

• Community Consultative Committees
• Inform accurately
• Listen and hear concerns and ideas
• Ongoing exchanges of information
• Maximise the benefits

Delivering on the commitment
ARTC recognises its responsibility to deliver and operate Inland Rail with the least social impact possible, while enhancing the benefits Inland Rail will deliver to the people of Australia at both a local and national scale.

1. Workforce Management
2. Local and Indigenous Industry Participation
3. Housing and Accommodation
4. Health and Community Wellbeing
5. Community and Stakeholder Engagement

SOCIAL PERFORMANCE PROGRAMME

SOCIO-ECONOMIC OUTCOMES

SOCIAL OUTCOMES

INLAND RAIL

Socio-economic outcomes

Social outcomes
SOME RECENT HIGHLIGHTS

- Continuous study area from Melbourne to Brisbane
- 1,140 Land Access Agreements in place, 93% success rate
- Progressing the Public Private Partnership (PPP); ROI issued in early October
- 2,200 attended Industry Briefings (2017/18)
- INLink appointed construction contractor for P2N section of Inland Rail
- >$630m worth of contracts already awarded
- 14,000 tonnes of steel rail being delivered for Parkes to Narromine project
- 200,000 concrete sleepers under fabrication and being delivered progressively
- Environmental approvals granted in early September for construction work to begin on P2N
WHAT YOU WILL SEE IN 2019

1. Continue on our commitment
   - Meeting with all Landowners along the alignment
   - More than 1,500 meetings planned between now and June 2019

2. Commence large-scale construction

3. Get the Public Private Partnership going via EOI

4. Get more construction going

5. Progress planning

Communicate
Communicate
Communicate
THANK YOU