ON TRACK WITH INLAND RAIL

Here are some of the key Programme achievements:

- Australian Government announced its commitment to the full delivery of Inland Rail with an additional $8.4 billion equity investment in ARTC.
- Designated Inland Rail offices established in Sydney, Brisbane, Toowoomba and Melbourne with a Programme team of 120 professionals across the locations.
- Hosted more than 1,000 stakeholder engagement events and technical workshops with local communities, indigenous groups, landowners, and councils along Inland Rail’s alignment.
- Commenced formal planning approvals processes for two projects in Queensland: Gowrie to Helidon, and Helidon to Calvert. The Queensland Coordinator-General has declared both projects as ‘coordinated projects’.
- Commenced formal planning approvals processes for two projects in NSW: Parkes to Narromine, and Narrabri to North Star. The NSW Government has deemed both projects as ‘State Significant Infrastructure’.
- Concept Assessments have been completed for 11 projects and more advanced feasibility assessments have been completed for two NSW priority projects.
- Infrastructure Australia designated 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.
- Completed the Inland Rail Programme Business Case, based on the Service Offering outlining a 10-year delivery schedule developed in 2015.
- 10-year delivery schedule divided into 13 individual projects across Victoria, New South Wales and Queensland.
- Completed the Inland Rail Service Offering, based on consultation with customers, rail users and other key stakeholders to ensure Inland Rail will improve rail competitiveness and reduce the number of trucks carrying freight on highways.

Every day our freight task grows. By 2030 Australia’s domestic freight volumes is projected to grow by 80%. Our existing road and rail network won’t cope with this increase in freight without further investment.

The existing Melbourne to Brisbane rail line is constrained as it travels through the congested Sydney network and via the circuitous coastal route. It also bypasses Australia’s most productive agricultural regions.

A new, standard-gauge rail connection is essential to meet Australia’s growing freight challenge to provide a resilient network and maximise the potential of our regions.

Inland Rail will complete the spine of the national freight rail network, providing a service that will see freight delivered from Melbourne to Brisbane, via regional Victoria, New South Wales and Queensland, in less than 24 hours with reliability, pricing and availability that is equal to or better than road.

Inland Rail is a safe, sustainable solution to these challenges and will transform the way we move freight around the country.
Delivering Inland Rail

A 10-year delivery schedule has been developed for Inland Rail, including time to obtain all planning and environmental approvals and acquire the corridor. This schedule would see:

**By Year 8**
Based on the program in the Business Case, Inland Rail will have connection for the full Melbourne to Brisbane route and double stacking capability between Parkes and Brisbane within eight years.

**By Year 10**
In 10 years, Inland Rail will have double stacking capability along the full Melbourne to Brisbane route.

ARTC and PricewaterhouseCoopers prepared a detailed economic analysis of the benefits and costs of Inland Rail. We found that:

- Inland Rail will generate economic benefits of $22.5 billion for an investment of approximately $10 billion
- Inland Rail has an economic benefit cost ratio of 2.62
- Inland Rail will increase gross domestic product (GDP) by $16 billion
- Inland Rail offers a decisive step change in capacity, capability and interoperability of the national freight rail system
- 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 intersect the East-West corridor at Parkes better connecting all state mainland capitals
- Inland Rail will serve a variety of freight markets, not just Melbourne-Brisbane with significant demand from regional commodities and interstate freight
- Once operational, the revenues from access fees would be more than enough to cover the operational and maintenance costs
- 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 Service Offering

When we started work on Inland Rail we thought it would make sense to find out what freight customers needed – so we asked them. This input from customers, rail users and other key stakeholders helped to 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 of less than 24 hours and freight that is available when the market wants.

The service offering is underpinned by the key technical characteristics outlined below.

<table>
<thead>
<tr>
<th>Service offering key technical characteristics</th>
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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 doublestack operation</td>
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</tbody>
</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 NSW Country Regional Network to provide for standard gauge connections to the ports of Melbourne, Port Kembla, Sydney, Newcastle, Brisbane, Adelaide and Perth |
East-West Corridor

Existing Coastal Route

NORTH STAR TO NSW/QLD BORDER

Approximately 183km of upgraded track, 3km of new track
This track will be upgraded (with a deviation) to allow inland rail traffic to travel at maximum speed.

NARRABRI TO NORTH STAR

Approximately 107km of upgraded track, 5km of new track
This track will be upgraded to allow the inland rail traffic to travel at maximum speed.

PARKES TO NARROMINE

Approximately 169km of upgraded 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 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.

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.

ILLABO TO STOCKINBINGAL

Approximately 218km of new dual gauge track
This route will traverse the steep terrain of the Toowoomba Range and will include a 6.4km tunnel.

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.

NORTH STAR TO NSW/QLD BORDER

Approximately 30km of new track
This will complete one of the key missing links of track between NSW and QLD, using 27km of disused rail corridor and 3km of new track to connect to the operating line running to Yelarbon.

NSW/QLD BORDER TO GOWRIE

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 218km of new dual gauge track
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GOWRIE TO HELIDON

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CALVERT TO KAGARU

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Stockinbingal to Parkes

Approximately 37km of new track
This new track will reduce route distance by 30km and avoid the Bethungra Spiral.

KAGARU TO ACACIA RIDGE & BROMELTON

Approximately 48km of existing track
This track will be upgraded to increase height clearance and allow double stacking.

NARRABRI TO NORTH STAR

Approximately 30km of new track
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NSW/QLD BORDER TO GOWRIE

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PARKES TO NARROMINE

Approximately 107km of upgraded track, 5km of new track
This track will be upgraded to allow the inland rail traffic to travel at maximum speed.

NARROMINE TO NARRABRI

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 1km tunnel.

HELIDON TO CALVERT

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This track will cross the Lockyer Valley flood plain and the Little Liverpool Range with a 1km tunnel.

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THE BENEFITS OF INLAND RAIL

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

- **MAKING OUR PRODUCERS globally competitive**
  - Enhancing the national standard gauge connection

- **IMPROVING ACCESS TO/FROM REGIONAL MARKETS**
  - Reducing 9 million tonnes of agricultural freight including 2 million tonnes attracted from road

- **REDUCING SUPPLY CHAIN COSTS**
  - Reduces rail costs by $10 per tonne

- **TIME SAVING**
  - Less than 24 hours rail transit time

- **CREATING JOBS**
  - Creating 1,000s of jobs during and after construction

- **IMPROVING LINKAGES**

- **IMPROVING SUSTAINABILITY**
  - 750,000 less tonnes of carbon and 1/3 of the fuel of road

- **CONNECTING CITIES, FARMS, MINES AND PORTS**

- **REDUCING BURDEN ON ROADS and improving safety**

**THE BENEFITS OF INLAND RAIL**

**PERTH, ADELAIDE**

Reducing congestion and creating capacity for Sydney road and rail

**MELBOURNE**

Enhancing the national standard gauge connection

9 million tonnes of agricultural freight including 2 million tonnes attracted from road

Creating 1,000s of jobs during and after construction

750,000 less tonnes of carbon and 1/3 of the fuel of road