ABOUT INLAND RAIL

Inland Rail is a once-in-a-generation project that will enhance supply chains and complete the backbone of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

Inland Rail will transform the way we move freight around the country, connect regional Australia to markets more efficiently, drive substantial cost savings for producers and consumers, and deliver significant economic benefits.

Comprising 13 individual projects and spanning more than 1,700 km, Inland Rail is the largest freight rail infrastructure project in Australia and one of the most significant infrastructure projects in the world.

The Australian Government selected the Australian Rail Track Corporation (ARTC) to deliver Inland Rail, in partnership with the private sector, and has committed $9.3 billion to the delivery of Inland Rail.

HOW IS THE ALIGNMENT BEING IDENTIFIED?

Inland Rail will comprise approximately 1,100 km of existing rail corridors and 600 km of new corridors where we need to build new track. As more than half of the alignment uses existing rail corridors, we are taking advantage of earlier investments in the national rail freight network and minimising the impacts to landholders, the environment and communities.

We now need to refine and finalise the alignment in Queensland and this will require field studies, detailed environmental investigations and further consultation with landholders, communities and customers.

ABOUT THE KAGARU TO ACACIA RIDGE AND BROMELTON PROJECT

The Kagaru to Acacia Ridge and Bromelton (K2ARB) section of Inland Rail will see enhancements to, as well as commissioning of, dual gauge operations along 49 km of the existing Brisbane to Sydney rail line.

Sections of the existing track will need to be upgraded to support the running of double stacked freight trains along the interstate route, both south from Kagaru to Bromelton and north from Kagaru to Brisbane’s major intermodal terminal at Acacia Ridge.

There are five bridges along the corridor where there is not currently enough clearance to be able to run double-stacked trains (Beaudesert Road, Learoyd Road, Johnson Road, Middle Road and Pub Lane). To achieve the necessary clearance under these bridges, track lowering is required. We are also proposing to construct two new crossing loops at Larapinta and Kagaru and to extend the current crossing loops at Greenbank and Bromelton, to accommodate 1.8 km length trains.

We anticipate that all construction work will take place within the existing Sydney to Brisbane rail corridor. ARTC has managed and operated the track since 2004 under a sub-lease from the Queensland Department of Transport and Main Roads.
WHAT’S BEEN HAPPENING?

In February 2019, Inland Rail lodged an Initial Advice Statement for the K2ARB project with the Office of the Coordinator-General.

Lodging an Initial Advice Statement provides the Coordinator-General the opportunity to consider whether or not the project should be considered a ‘coordinated project.’

Under the State Development and Public Works Organisation Act 1971, a number of factors may lead to a project being declared coordinated, including complex approval requirements, significant environmental effects and significant infrastructure requirements.

The Coordinator-General chooses the weight attributed to each of these factors and is not bound to declare a project a coordinated project merely because it satisfies one or more of these characteristics.

If K2ARB is declared a coordinated project, a 12-18 month planning and environmental investigation process would commence in order to compile an Environmental Impact Statement (EIS) for the Coordinator-General’s review.

An EIS involves a range of investigations throughout a project’s study area, to consider the potential impact of the project and how any impacts may be mitigated. These generally include geotechnical, flooding and hydrology, ecological, noise, air quality and vibration, social and heritage studies.

WHAT WILL YOU SEE IN YOUR AREA?

We will be hosting a number of information stands and sessions in suburbs across the K2ARB rail alignment whilst the investigations are undertaken.

You may see us out and about undertaking some investigations including:

- **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 surveys** – to obtain information about the physical properties of the soil and rock
- **Hydrology studies** – to obtain information about flooding, and surface water movements.

*Timeframes are indicative and are subject to change*
IN THE COMMUNITY

ARTC Inland Rail is committed to involving property owners and the community in the development of this landmark national infrastructure project. We are consulting the community in a number of ways.

In November 2018, the first meeting of the K2ARB Community Consultative Committee (CCC) was held with 16 members, plus an independent Chair, representing a cross section of the local community, including local government, community service representatives, local residents and businesses.

You may also like to come along to the K2ARB Community Consultative Committee meeting. Members of the public are welcome to attend as observers, but registrations are essential. For details on the Committee and meetings please visit inlandrail.com.au/k2arb-ccc

Then in December 2018 we held project information stands at Calamvale, Browns Plains and Jimboomba to share project information with the community and gather feedback. More than 350 people visited the stands and we received valuable input into matters of concern to them.

We will be organising more information sessions and stands in the near future, so please keep an eye out for notices in the local newspapers, email and social media. You can find us on LinkedIn, Facebook and Instagram under the handle inlandrailofficial.

You can also register your details on our website to receive project updates and find out about community information sessions in your area.

HERE ARE SOME QUESTIONS THAT WE HAVE BEEN REGULARLY ASKED BY MEMBERS OF THE COMMUNITY

Q. Is there scope to change the K2ARB rail alignment?
A: The Commonwealth Government has undertaken significant amounts of work on the route options since 2010. ARTC is investigating the feasibility of the current route and can only investigate alternative routes if directed by the Commonwealth Government.

Q. Will the line have a passenger service?
A: We understand there is huge interest from the community to run passenger service on this line but Inland Rail is freight infrastructure. Questions regarding passenger rail services such as Salisbury to Beaudesert rail line should be directed to the Department of Transport and Main Roads.

Q. How many trains will run per day between Kagaru and Acacia Ridge once Inland Rail is complete?
A: At the moment, there is a daily peak of approximately eight trains per day between Kagaru and Acacia Ridge. Train numbers will rise slowly when Inland Rail commences operations, to an expected peak number of 45 trains per day by 2040.

Q. How will Inland Rail be linked with the Port of Brisbane?
A: Inland Rail will be linked to the Port of Brisbane from the day it opens, via the existing rail line to the port. Trains currently run through to the port, and will continue to do so when Inland Rail opens. Inland Rail trains running to the port will be from regional centres or nearby intermodal terminals, rather than through services from Melbourne. They will not be double stacked.

The Australian and Queensland Governments are undertaking a joint study looking at current and future demand as well as possible routes for a dedicated freight rail link to the port.

Q. What benefits will Inland Rail provide to Queensland?
A: The construction and operation of Inland Rail will allow for continued growth and economic development in the Logan and Brisbane areas. Specifically, it will support the ongoing development within the Bromelton State Development Area and create opportunities for bulk freight and logistics operations, future industrial uses and other secondary service-related industries.

There will also be a significant investment in Queensland during construction, including approximately 7,000 direct and indirect jobs.

You can read more Frequently Asked Questions on our website at inlandrail.com.au/K2ARB