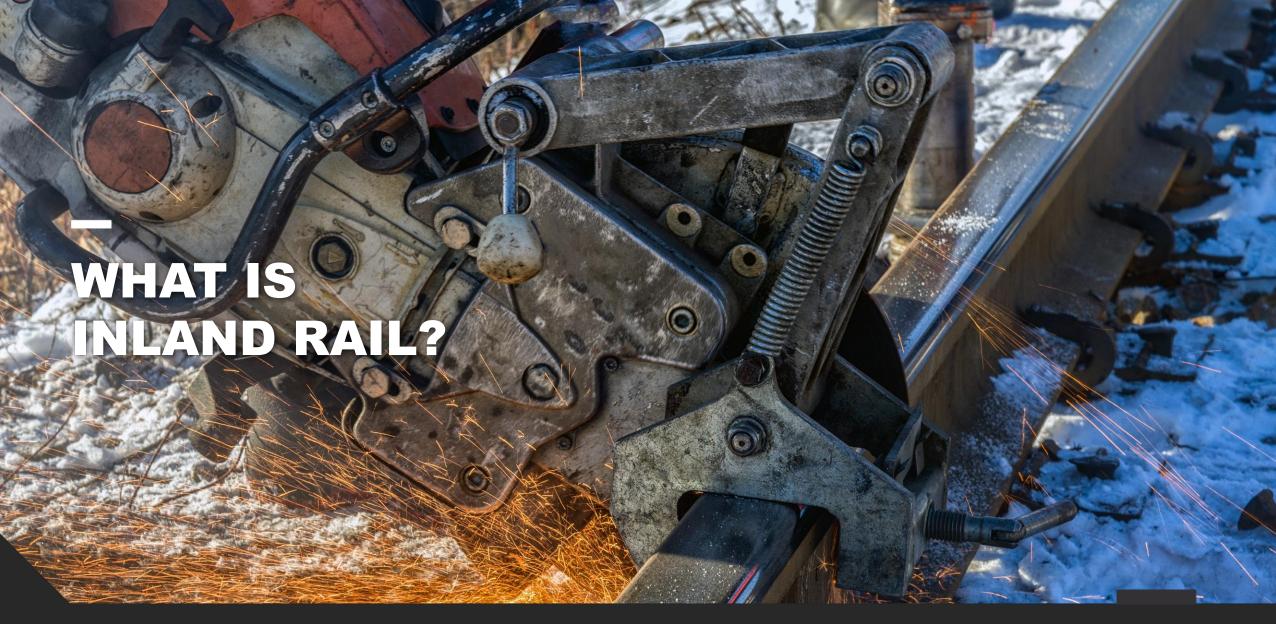


SIMON THOMAS, PROGRAMME DELIVERY DIRECTOR - INLAND RAIL





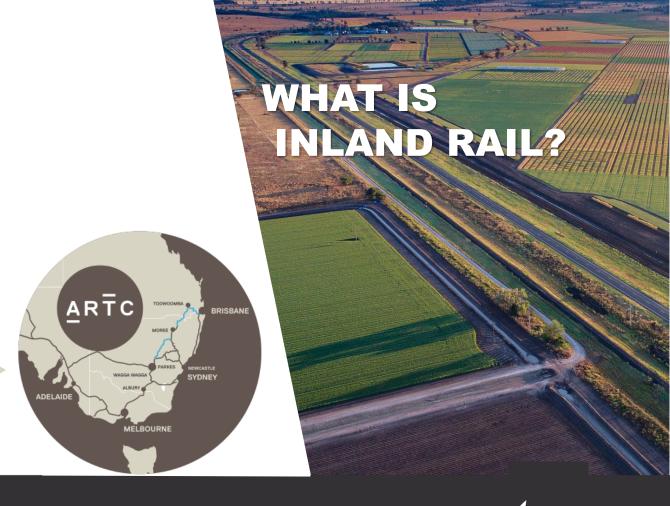
### A NEW TRANSPORT SPINE FOR THE FAST GROWING EASTERN SEA BOARD

For the first time the operation of double stacked, 1800 metre trains can be undertaken in all mainland States and the NT – a world class standard.

Reduces transit time from Melbourne to Brisbane to <24 hours making it road competitive.

Utilises 60% of existing rail corridors including parts of the existing interstate main line.

Creates a resilient rail network with multiple flexible pathways.



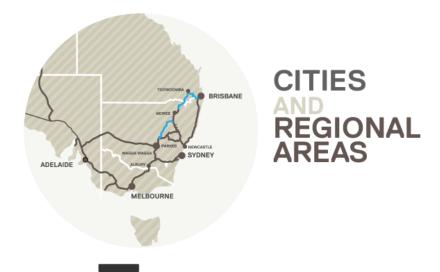
#### FEDERAL BUDGET COMMITMENT



2013 – 2016 \$890m 2017 Announced \$8.4b equity financing to ARTC



May 2017 announced the 126km section from Toowoomba to Kagaru will be delivered through a Public Private Partnership.



This is a significant commitment that will benefit Australians living in our cities and in our regions.

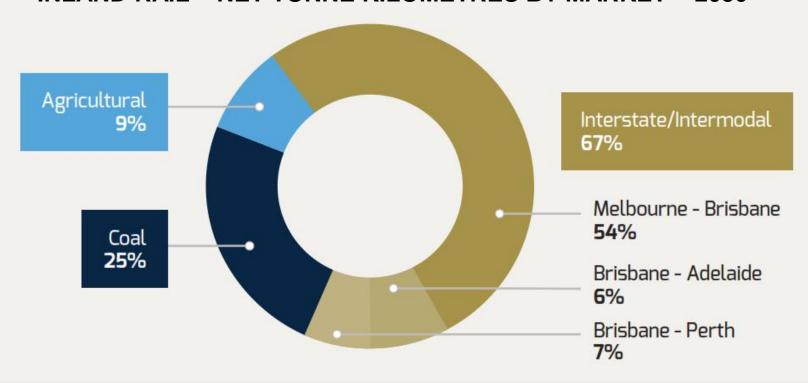






### MELBOURNE – BRISBANE FREIGHT – THE CRITICAL CHALLENGE

#### INLAND RAIL - NET TONNE KILOMETRES BY MARKET - 2050





### THE SPECIFICS OF INLAND RAIL: BUILDING WHAT INDUSTRY WANTS

Inland Rail opens up major opportunities to develop integrated logistics hubs to take advantage of lower costs and improved service levels offered by Inland Rail.



Freight available when the market wants



Transit Time



Price



Reliability

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#### KEY TECHNICAL CHARACTERISTICS THAT UNDERPIN THE SERVICE OFFERING

Train Length	1800m with future proofing for ultimate 3600m train length
Axle Load / Max Speed	21 tonnes @ 115km/h, 25 tones @ 80km/h, with future proof for 30 tonnes @ 80km/h
Double Stacking	7.1m clearances for double stack operation
Interoperability	<ul> <li>Full interoperability with the interstate mainline standard gauge network</li> </ul>
	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

# INCREASING RAIL'S SHARE TO MORE THAN 60% MELBOURNE - BRISBANE

Forecast intermodal tonnages on Inland Rail

Brisbane – Melbourne, Brisbane – Perth and Brisbane to Adelaide corridors

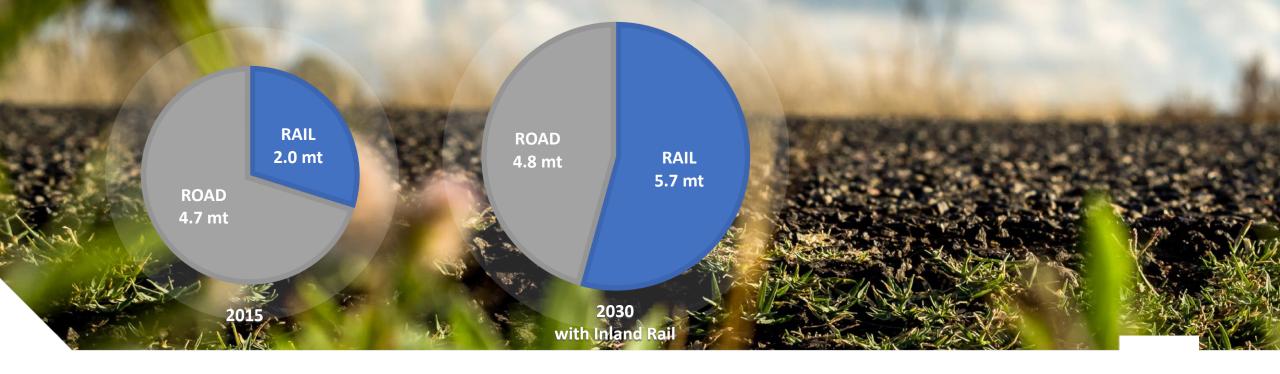




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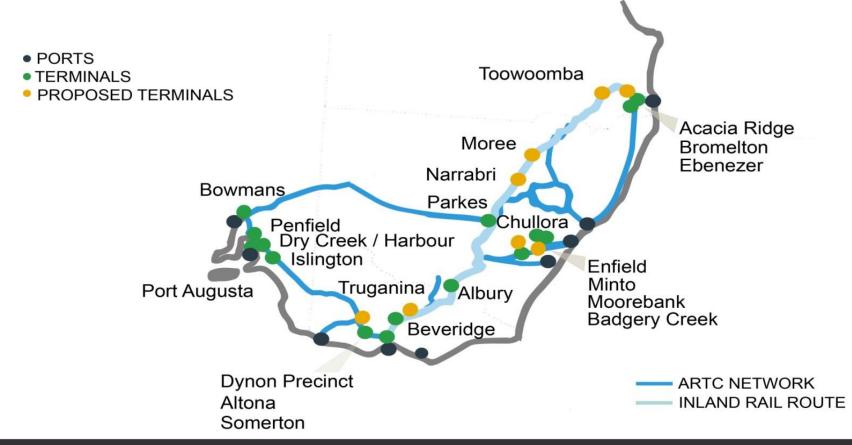




#### **INCREASING RAIL'S SHARE TO MORE** THAN 60% MELBOURNE - BRISBANE Forecast intermodal tonnages on Inland Rail Brisbane - Melbourne, Brisbane - Perth and Brisbane to Adelaide corridors **ROAD** 6.8 mt **RAIL ROAD** 2.0 mt **RAIL** 4.8 mt **RAIL** 5.7 mt **ROAD** 11.1 mt 4.7 mt



## IT'S ALL ABOUT THE SUPPLY CHAIN





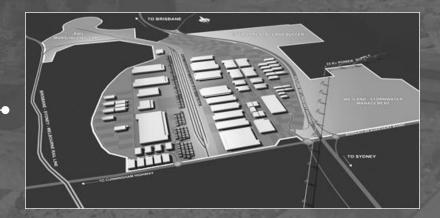
# FREIGHT PRECINCTS OF THE FUTURE

Freight precincts with road/rail intermodals terminals.

Likely to provide facilities for both Interstate and Import/Export container movements, facilitating port shuttles.

Co-located logistics and general freight activities provide for significant land uplift value capture, especially in metro areas.

Regional terminals scalable from modest volumes ~ 10,000 TEU pa.







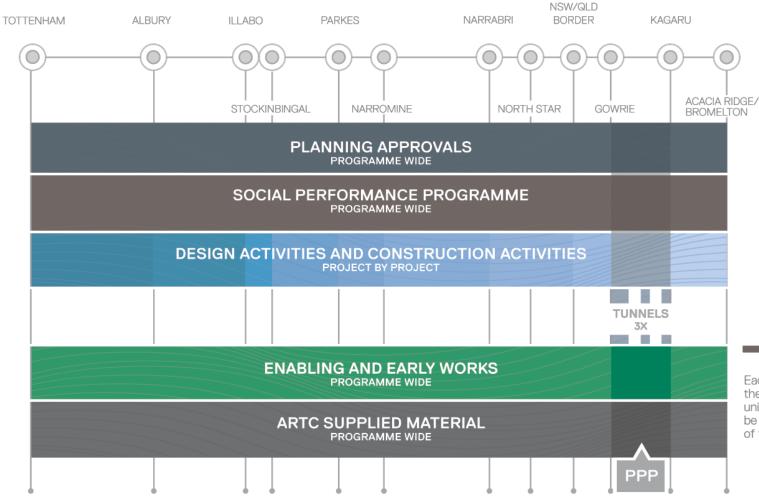


#### **Port of Brisbane:**

- Inland Rail links to the Port of Brisbane from day one of operations via the existing dual gauge railway to the port
- Capacity now on the line to the port, but work is needed to ensure there is a link that meets freight capacity needs beyond 2040 (as recommended by IRIG in 2015)

MELBOURNE BRISBANE

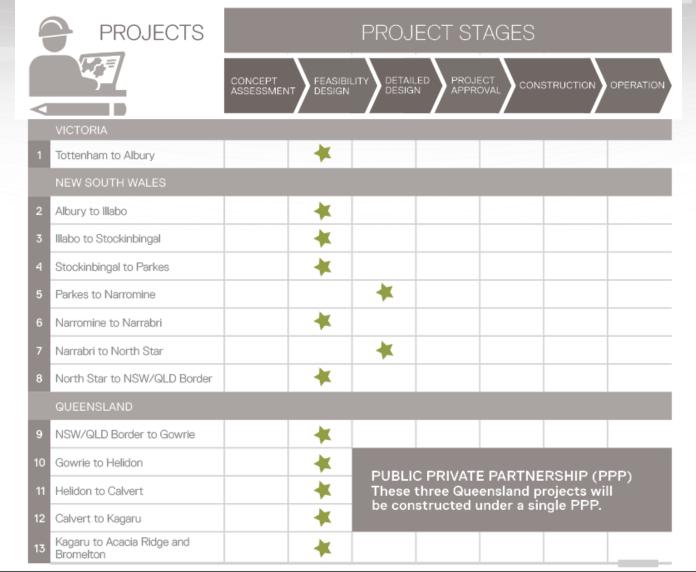
SCOPE OF INLAND RAIL PROGRAMME



Each individual project making up the Inland Rail Programme has unique attributes and interfaces to be considered in the overall scope of the programme.



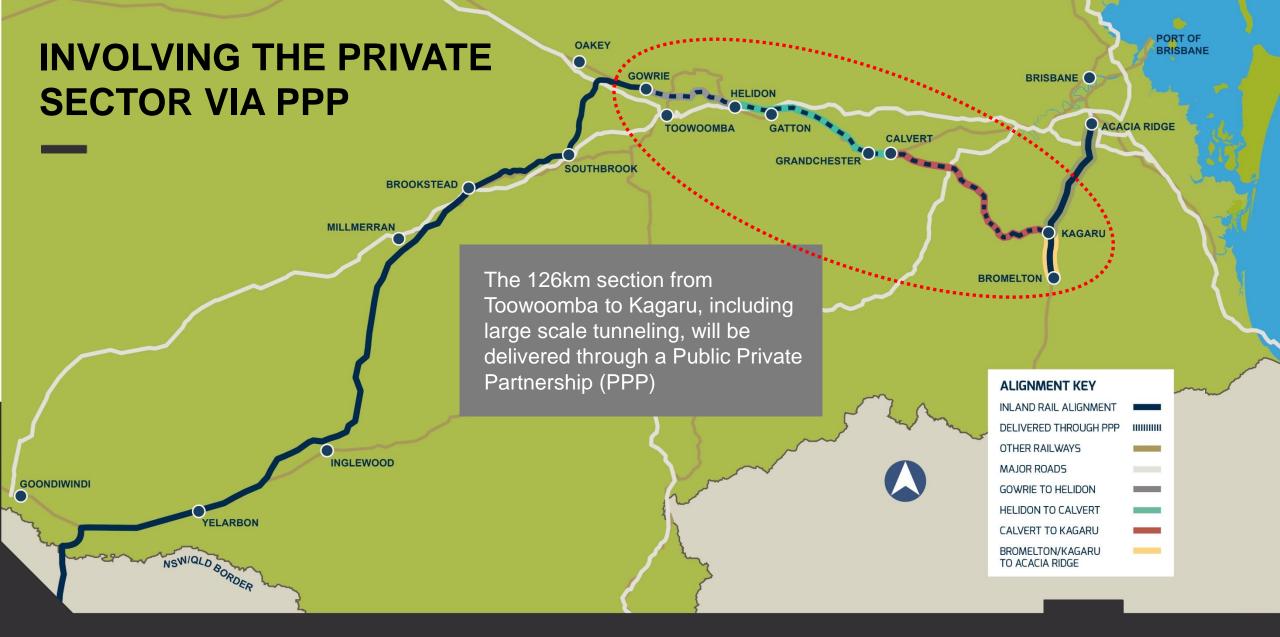
### PROJECT PROGRESS













### ESTABLISHING THE PUBLIC PRIVATE PARTNERSHIP

- Tony Lubofsky commenced as PPP Director on 14 March
- A dedicated PPP project team is being established within ARTC
- ARTC is currently developing a detailed implementation plan for PPP transaction
- We envisage a staged EOI then an RFP procurement process
- Structure and timings are still being determined but we expect EOI during 2018





### PPP PROJECT COMPONENTS



11,700,000m<sup>3</sup> cut to 10,400,000m<sup>3</sup> fill Formation (capping) layer – 194,327m<sup>3</sup>

Cut to Fill -



131 culverts of various sizes



51 bridges totalling 3.94km in length



11 viaducts totalling 8.07km in length



6 road over rail grade separations



Active – 10 Passive – 11



8.51km in length



4.7km

New road access 7.3km



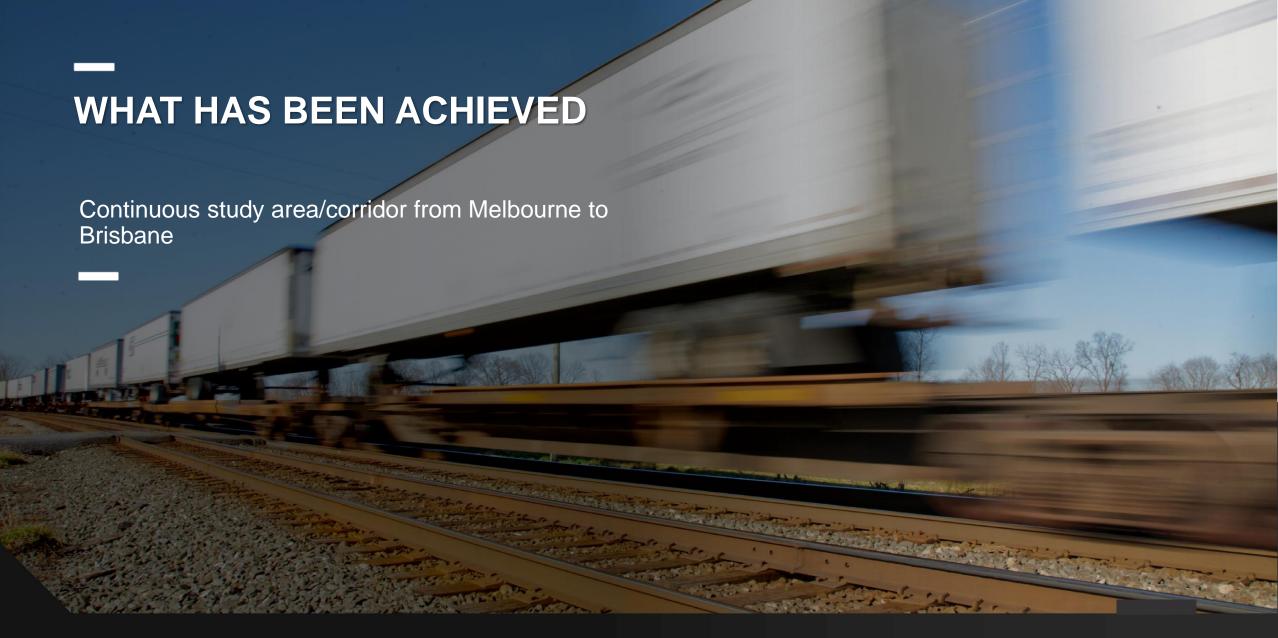
133.6km of new dual

gauge track, 11 passing

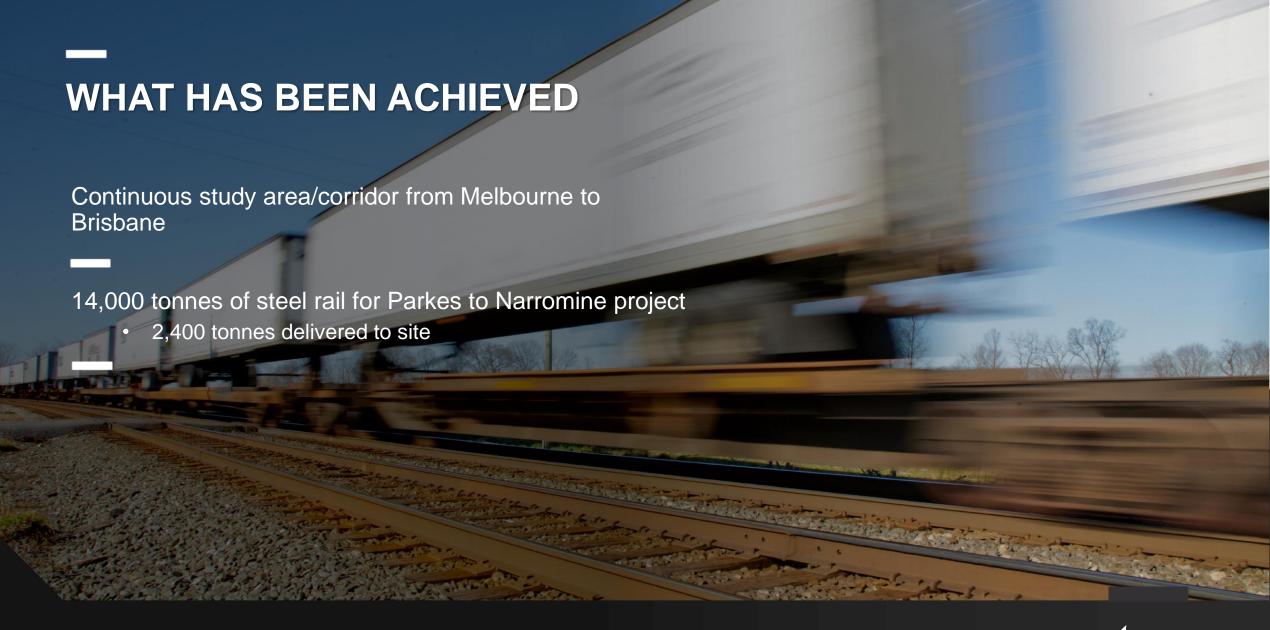
loops to cater for

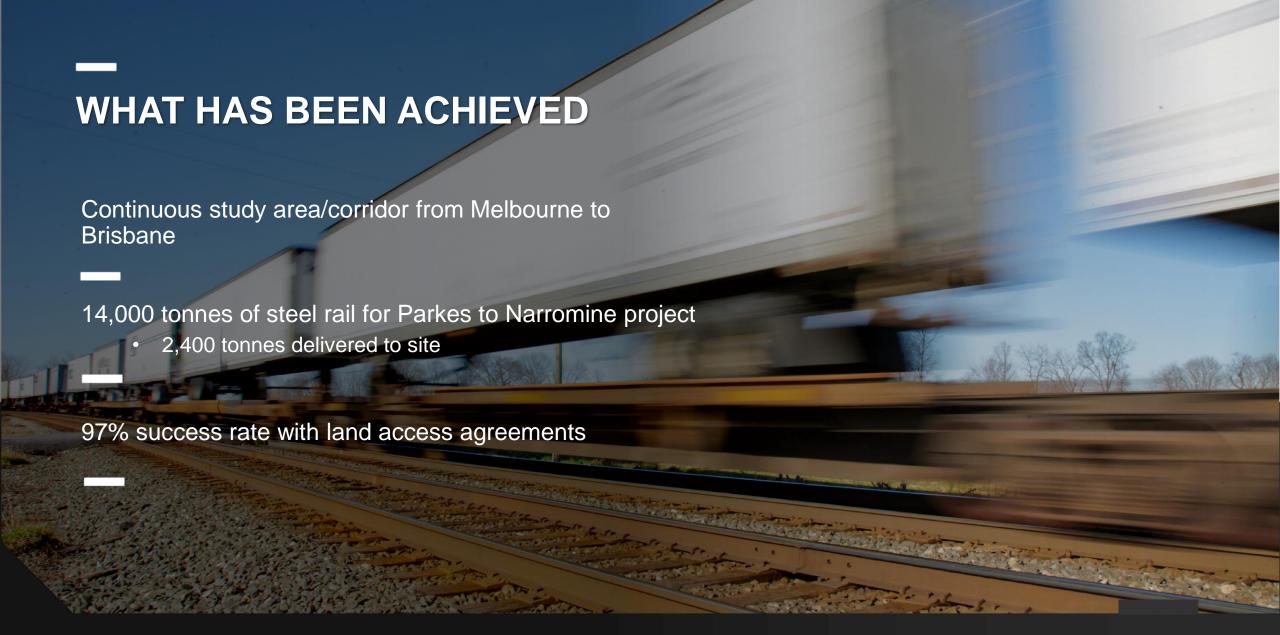
1.8km trains











### WHAT HAS BEEN ACHIEVED

Continuous study area/corridor from Melbourne to Brisbane

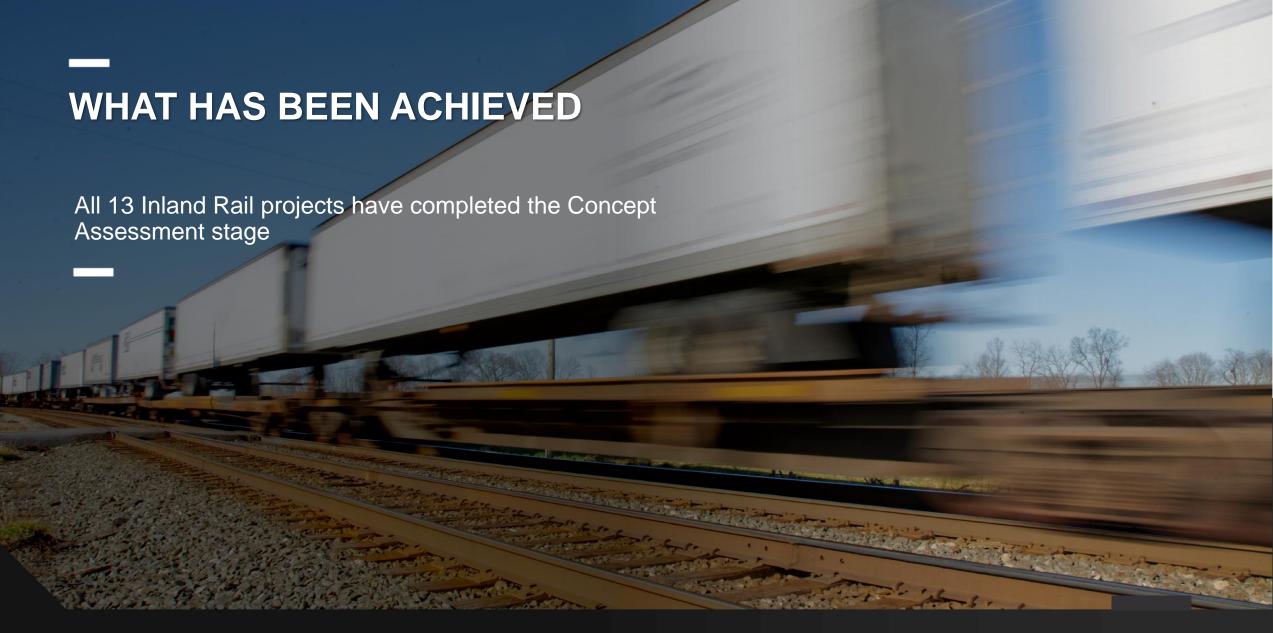
14,000 tonnes of steel rail for Parkes to Narromine project

• 2,400 tonnes delivered to site

97% success rate with land access agreements

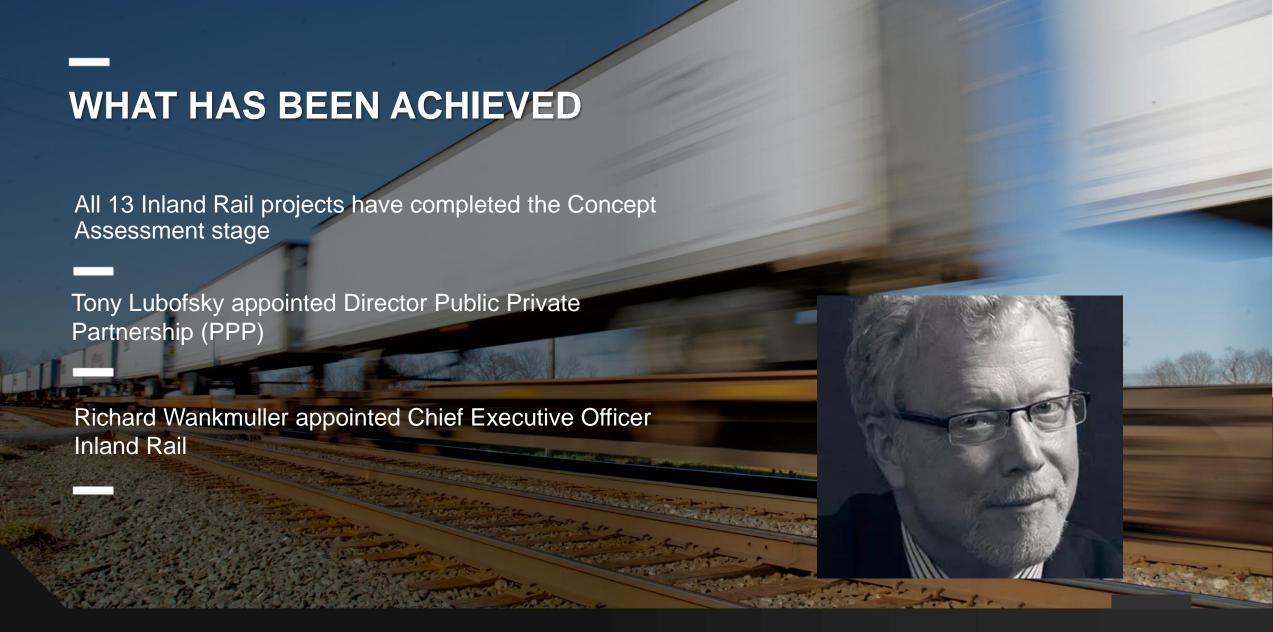
\$31.5m of contracts awarded for feasibility design work between Brisbane and Toowoomba











### WHAT HAS BEEN ACHIEVED

All 13 Inland Rail projects have completed the Concept Assessment stage

Tony Lubofsky appointed Director Public Private Partnership (PPP)

Richard Wankmuller appointed Chief Executive Officer Inland Rail

Industry briefings held in Brisbane, Sydney, Melbourne and streamed live in Toowoomba.















### **CONSTRUCTION PRIORITIES**

Obtaining landowner and community input that shapes design solutions, minimises impacts and

expands benefits.

2

Commencement of construction on the Parkes to Narromine (P2N) section.

3

Commencement of construction in the Narrabri to North Star (N2NS) section in 2019.

4

Complete (Feasibility)
Designs and EIS across
all brownfield and
greenfield corridors
2019 - 2021.

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Commencement of construction in the Narrabri to North Star (N2NS) section in 2019.

Complete (Feasibility) Designs and EIS across all brownfield and greenfield corridors 2019 - 2021.

Prepare the EOI and RFP for the Gowrie to Kagaru (G2K) Public Private Partnership.

### **TOP 3 TAKEAWAYS**

**Inland Rail** Inland Rail has We are is fully far reaching getting on funded benefits for all with building Australians Inland Rail



