

INDUSTRY BRIEFING
MAY 2018

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MESSAGE FROM THE CEO

Inland Rail is the largest rail freight infrastructure project in Australia's history. The once-in-a-generation programme is set to transform the way we move freight between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland while delivering improved productivity, shorter transit times, improved network efficiency and reliability, safety improvements, sustainability benefits, and reduced lifecycle costs.

Better infrastructure and an effective national freight operation have a critical role in lifting our nation's wealth and prosperity. With Australia's population projected to increase by 11.8 million people by 2047, productive freight networks, ports and other critical infrastructure are the key to efficient supply chains and to Australia's competitiveness.

The Programme has justifiably generated great interest among industry representatives and the May 2018 Industry Briefings represent the next phase of industry engagement for Inland Rail.

The purpose of the briefing is to provide information about opportunities for private sector participation in Inland Rail, current scheduling, an overview of the social performance requirements for businesses to work on Inland Rail, and an update on the status of the Private Public Partnership (PPP) section of work.

I am acutely aware of the vital nature that rail plays in Australia's national supply chain and recognise the key role that communities, ARTC's customers, and our wide range of industry stakeholders play in shaping successful outcomes.

I welcome you to this Industry Briefing and hope you take away the information you need to become our future partners in delivering Inland Rail.

Richard Wankmuller
CEO - Inland Rail



QUEENSLAND ALIGNMENT

Proposed alignment, relative to existing rail corridors and major road networks



NEW SOUTH WALES ALIGNMENT

Proposed alignment, relative to
existing rail corridors and major
road networks








VICTORIA ALIGNMENT

Proposed alignment, relative to existing rail corridors and major road networks



LEGEND

	Existing rail corridor		Major roads network
	Project limits		Town/City
	Inland Rail proposed alignment		



INLAND RAIL SOCIAL PERFORMANCE PROGRAMME

ARTC recognises its responsibility to deliver and operate Inland Rail in a manner that enhances the benefits Inland Rail will deliver to the people of Australia at both a local and national level. Inland Rail also presents the opportunity to create meaningful opportunities for Indigenous people that deliver long term, lasting benefits for individuals, their families and their communities.

ARTC also recognises that in some areas Inland Rail will also have impacts and uses the term 'social performance' to describe its overall approach to social impact management and social benefit enhancement for Inland Rail.

The Inland Rail Social Performance Programme (SPP) aims to embed social performance activities throughout the organisation and with our contractors, bringing parties together to maximise social outcomes across the Inland Rail programme.

ARTC will publish quarterly SPP reports for Inland Rail to track its social performance across the life of the Inland Rail Programme.

Social Performance outcomes

A set of social performance outcomes have been developed and ARTC aims to maximise these outcomes as much as possible in partnership with the Australian Government and ARTC's contractors and suppliers.

INLAND RAIL SOCIAL PERFORMANCE PROGRAMME AIM

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 level.

To create meaningful opportunities via Inland Rail for Indigenous people that deliver long term, lasting benefits for individuals, their families and their communities.

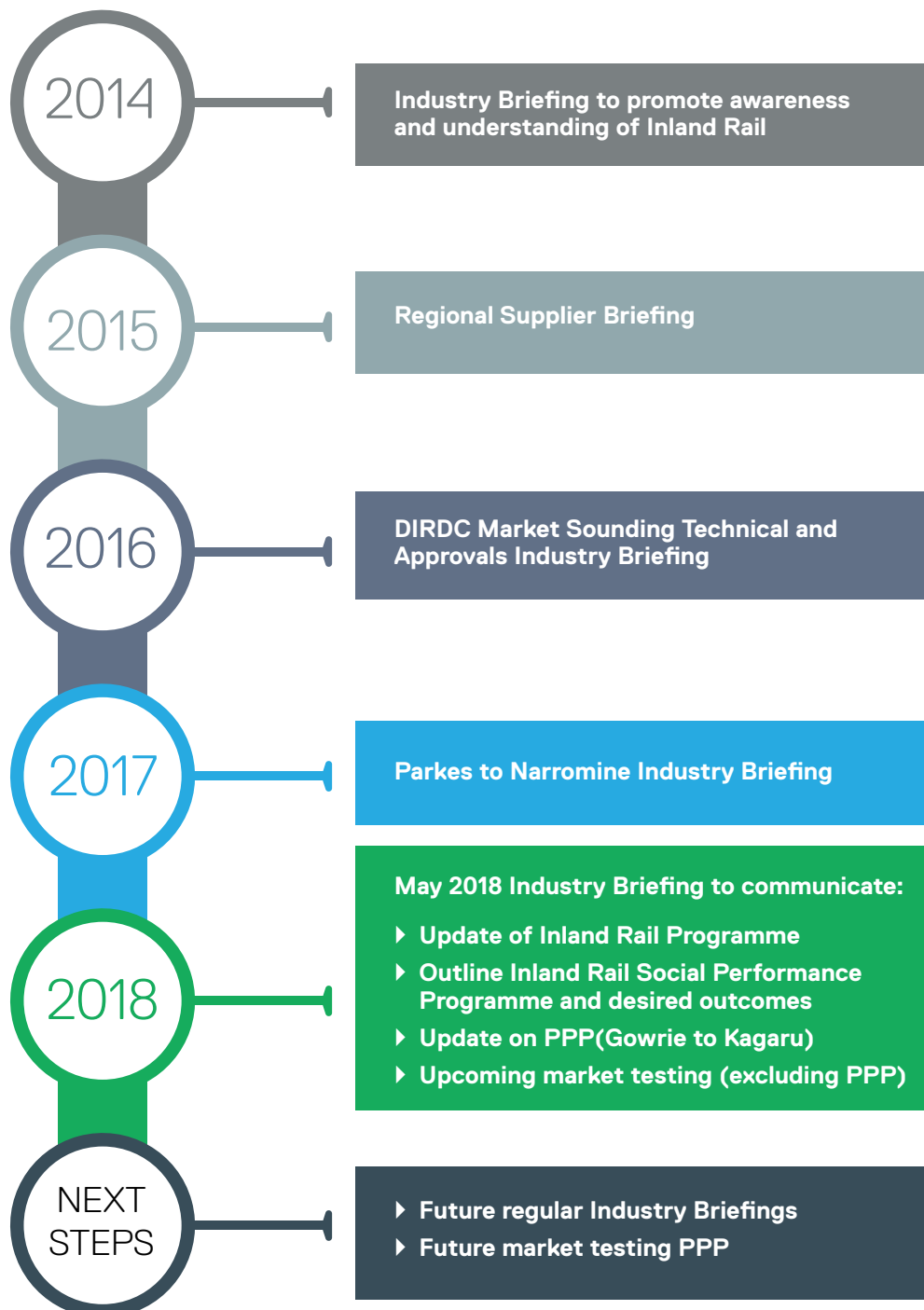
WORKFORCE MANAGEMENT	LOCAL AND INDIGENOUS INDUSTRY PARTICIPATION	HOUSING AND ACCOMMODATION	COMMUNITY HEALTH AND WELLBEING	STAKEHOLDER AND COMMUNITY ENGAGEMENT
ARTC is committed to creating opportunities for the development of skilled local and Indigenous workers through the construction and operation of Inland Rail.	ARTC is committed to supporting local and Indigenous businesses to ensure they are prepared for and provided with opportunities to participate in Inland Rail.	ARTC expects its contractors and operators to seek local workers for Inland Rail to reduce the need for non-resident workers. Where accommodation is required for the workforce, it will be delivered in ways that avoid adverse social impacts and enhance economic benefits for local communities.	Safety is everything to ARTC and it continues to focus on creating a safe environment for all. ARTC also recognises its role in supporting community wellbeing during the changes that Inland Rail will bring.	ARTC's values commit the organisation to active engagement with stakeholders and the community. Effective communication and active engagement is vital to plan, design, construct and operate Inland Rail with the least social impact.

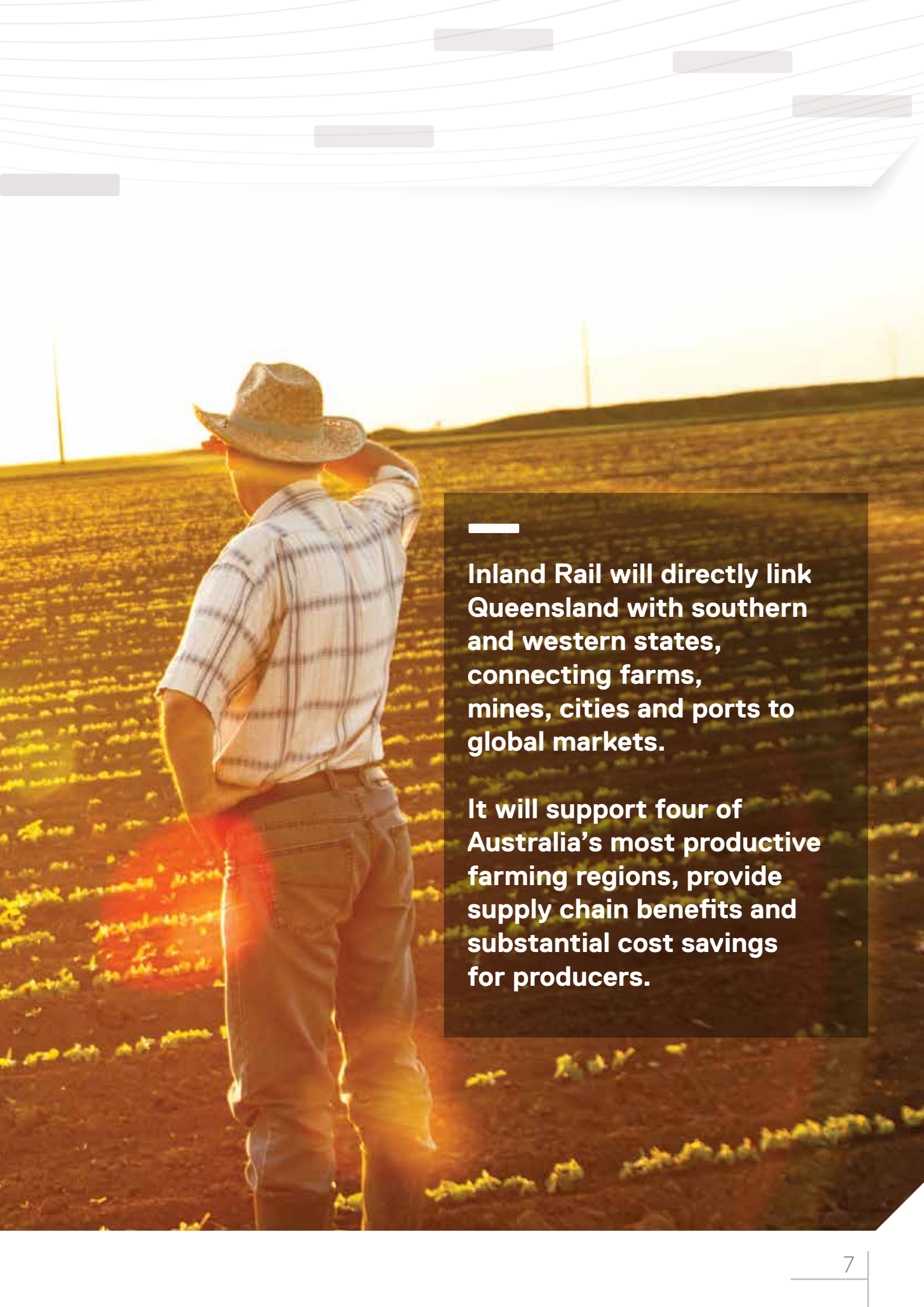
ENGAGING WITH INDUSTRY

Inland Rail is looking forward to engaging with industry and strengthening relationships with its stakeholders.

Industry engagement will utilise Industry Briefings and Market Testing, contributing to the successful procurement and delivery strategies for this transformational rail programme.

INDUSTRY ENGAGEMENT TIMELINE

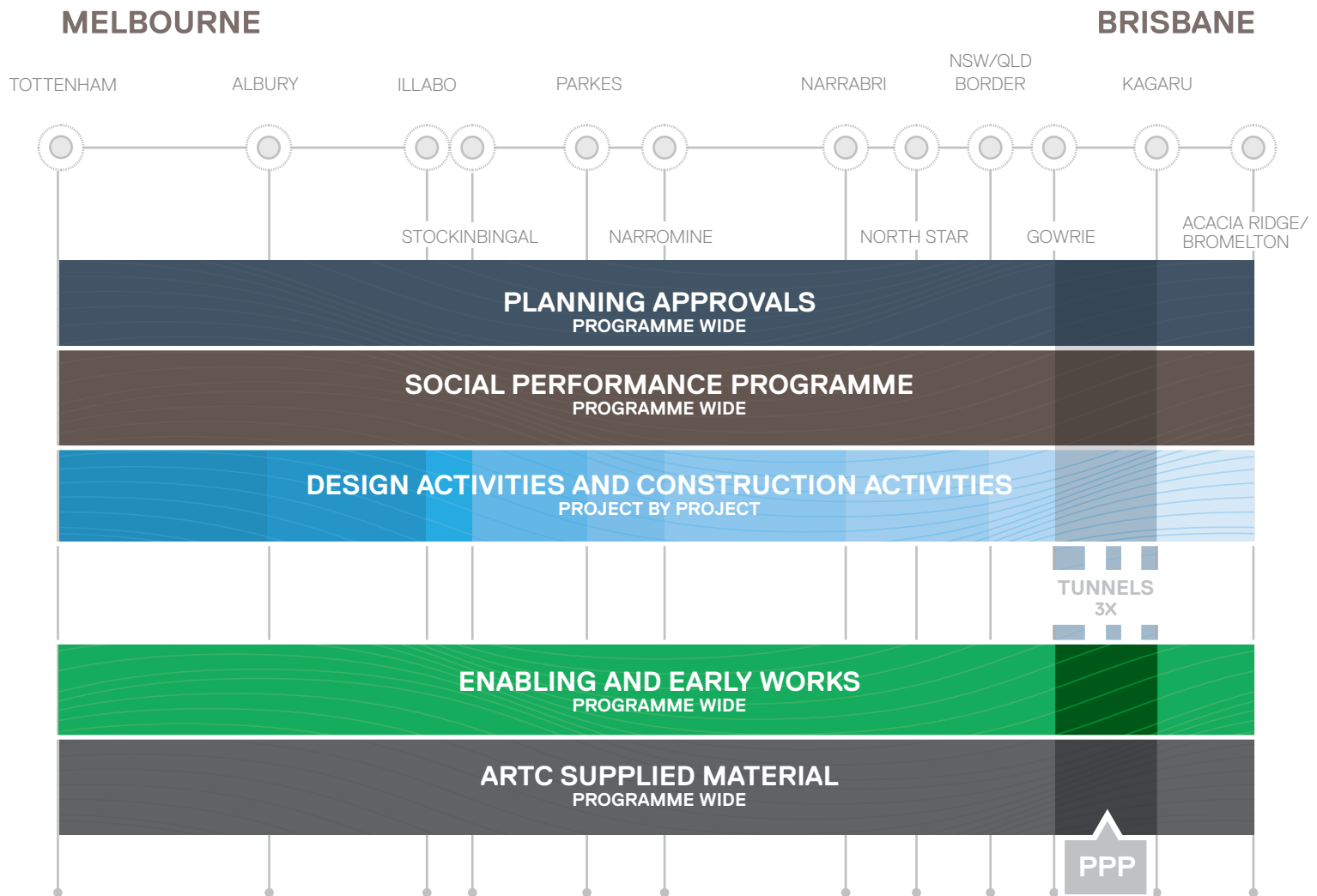




Inland Rail will directly link Queensland with southern and western states, connecting farms, mines, cities and ports to global markets.

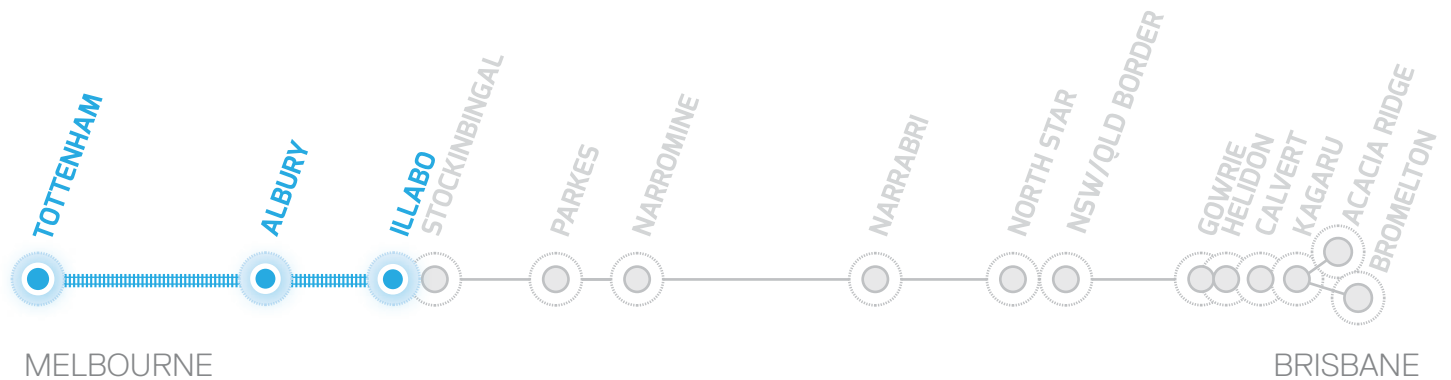
It will support four of Australia's most productive farming regions, provide supply chain benefits and substantial cost savings for producers.

SCOPE OF INLAND RAIL PROGRAMME



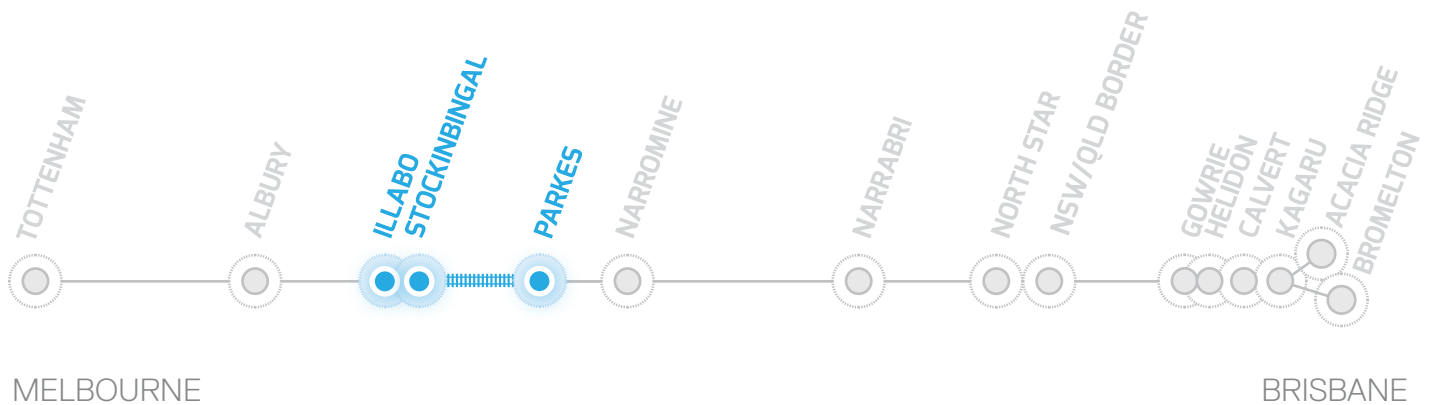
Each individual project making up the Inland Rail Programme has unique attributes and interfaces to be considered in the overall scope of the programme.

SCOPE OF INLAND RAIL PROJECT

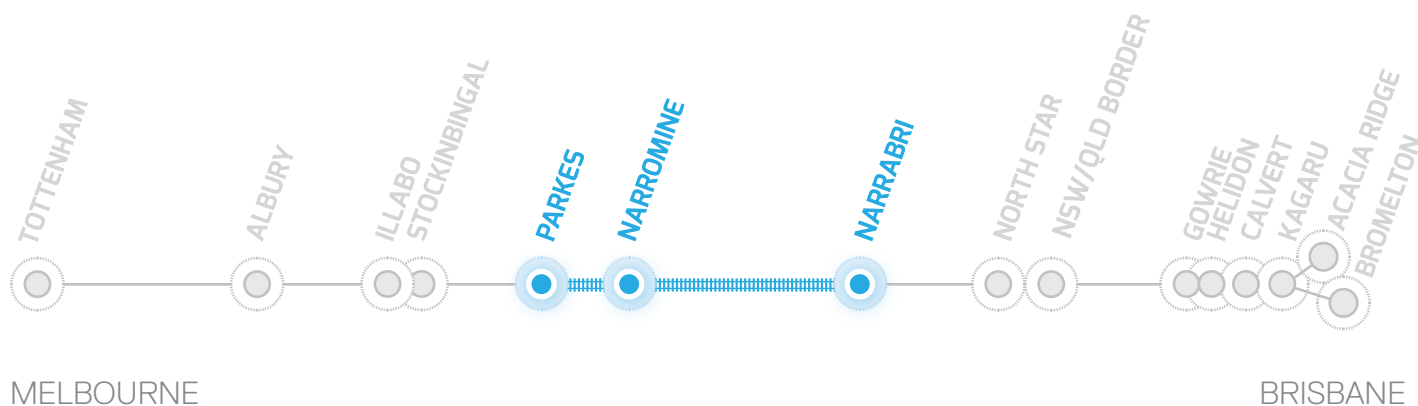


PROJECT	PRELIMINARY SCOPE OUTLINE	APPROVAL OUTLINE
Tottenham to Albury	<ul style="list-style-type: none"> ▶ Approximately 305km existing rail enhancement works to allow double stacking ▶ 10 to 15 sections of track lowering of 0.5 to 1.4m ▶ 9 to 11 bridge replacements ▶ 19 to 24 signal structure modification sites ▶ 30 to 55 culverts ▶ Clearances on existing structures and stations for double stacking ▶ Utilities relocations 	T2A: <i>Planning and Environment Act</i> via a Ministerial Planning Scheme Amendment
Albury to Illabo	<ul style="list-style-type: none"> ▶ Approximately 185km of existing rail enhancement works to allow double stacking ▶ 4 to 8 sections of track lowering of 0.5 to 1.5m ▶ 7 to 10 bridge replacements ▶ 16 to 20 signal structure modification sites ▶ 25 to 45 culverts ▶ Clearances on existing structures and stations for double stacking ▶ Utilities relocations 	<i>Environment Planning and Assessment Act</i> via Review of Environmental Factors (REF)

SCOPE OF INLAND RAIL PROJECT

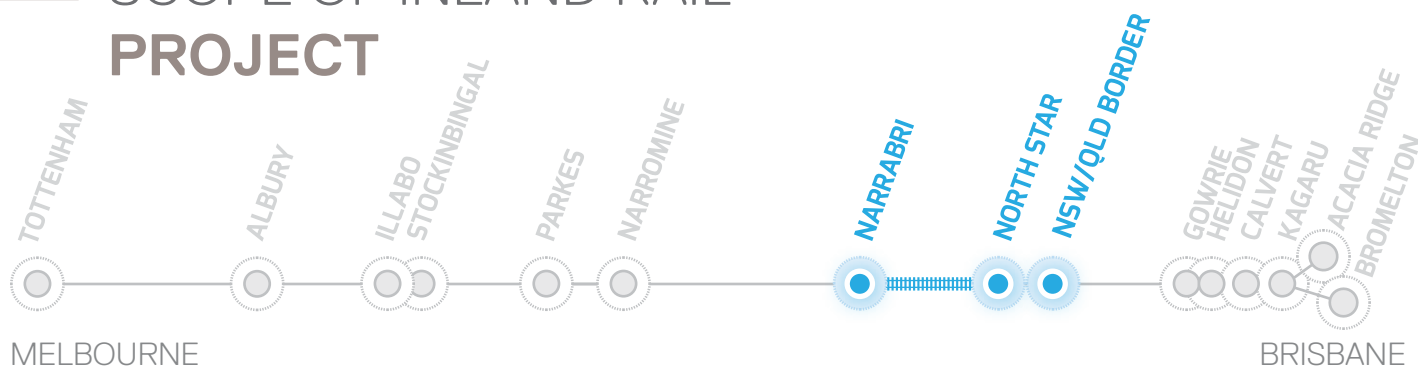


PROJECT	PRELIMINARY SCOPE OUTLINE	APPROVAL OUTLINE
Illabo to Stockinbingal	▶ Approximately 37km of new greenfield track	Environment Planning and Assessment Act via declared State Significant Infrastructure and preparation of Environmental Impact Statement (EIS)
	▶ 7 overhead power crossings to relocate	
	▶ 150 to 250 culverts	
	▶ 5 to 7 active level crossings	
	▶ 8 to 18 passive level crossings	
	▶ 5 to 7 rail bridges	
	▶ 1 major road and rail grade separation	
	▶ 4 standard gauge turnouts	
	▶ ATMS signalling	
Stockinbingal to Parkes	▶ Approximately 169km of existing track	Environment Planning and Assessment Act via Review of Environmental Factors (REF)
	▶ Approximately 430m of track lowering 0.5 to 1.5m	
	▶ 1 passing loops	
	▶ Clearances on existing structures and stations for double stacking	
	▶ Utilities relocations	
	▶ Appropriately 84 culverts	
	▶ 1 bridge upgrade or renewal	
	▶ ATMS signalling	

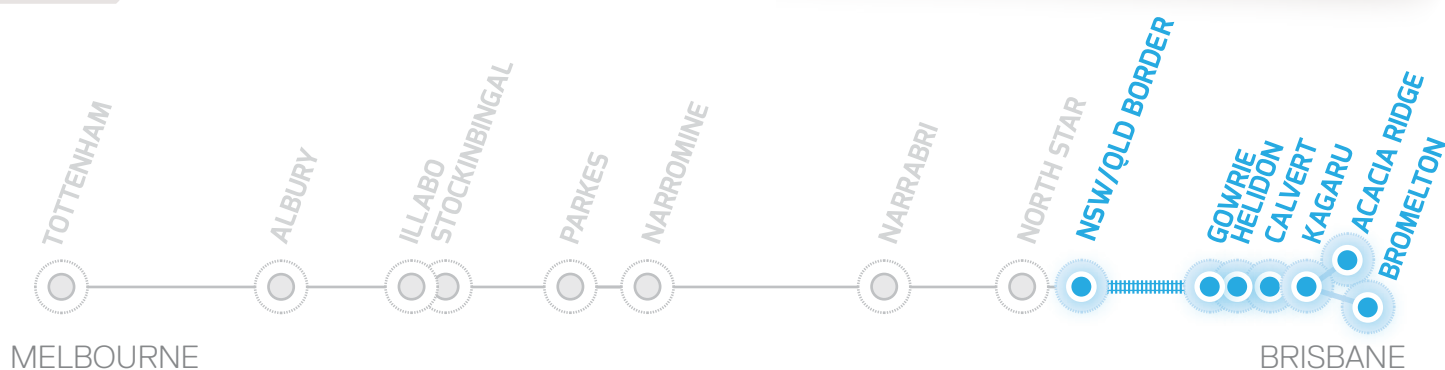


PROJECT	PRELIMINARY SCOPE OUTLINE	APPROVAL OUTLINE
Parkes to Narromine	<ul style="list-style-type: none"> ▶ Approximately 106km brownfields track, sleeper and ballast replacement ▶ Approximately 5km of greenfields track ▶ Rail formation height raised in some areas – range 0.5 to 1.5m ▶ Clearances on existing structures and stations for double stacking ▶ 1 to 2 grade separations ▶ 3 to 4 passing loops ▶ 10 to 22 level crossing upgrades ▶ 185 to 210 culvert replacements ▶ 4 to 6 turnouts to sidings ▶ ATMS signalling ▶ Utilities relocations 	Environment Planning and Assessment Act via declared State Significant Infrastructure and preparation of Environmental Impact Statement (EIS)
Narromine to Narrabri	<ul style="list-style-type: none"> ▶ Approximately 300km of new greenfield track ▶ Rail formation height range of 1 to 3m ▶ Raise approximately 47 overhead power cable crossings for clearance ▶ Relocate bollard poles, Telstra cables and wastewater pipe ▶ 5 to 7 passing loops ▶ 13 to 30 rail underbridges ▶ 5 to 7 grade separations ▶ 7 to 10 active level crossings ▶ ATMS signalling ▶ 100 to 120 rural level crossings 	Environment Planning and Assessment Act via declared State Significant Infrastructure and preparation of Environmental Impact Statement (EIS)

SCOPE OF INLAND RAIL PROJECT



PROJECT	PRELIMINARY SCOPE OUTLINE	APPROVAL OUTLINE
Narrabri to North Star	▶ Approximately 190km of brownfields track, sleeper and ballast replacement	Environment Planning and Assessment Act via declared State Significant Infrastructure and preparation of Environmental Impact Statement (EIS)
	▶ Approximately 3km of greenfields track	
	▶ Replacement of 15 to 25 underbridges	
	▶ Re-establishing and/or expanding drainage works next to the track	
	▶ 14 to 18 turnouts to sidings	
	▶ 5 to 6 passing loops	
	▶ 20 to 35 level crossing upgrades	
	▶ Rail formation height raise in some areas 0.5 to 1.5m	
	▶ 200 to 300 culverts	
	▶ Clearances on existing structures and stations for double stacking	
	▶ 2 to 3 road over rail grade separations	
	▶ ATMS signalling	
	▶ Utilities relocations	
North Star to Border NSW/QLD	▶ Approximately 37km greenfield track	Environment Planning and Assessment Act via declared State Significant Infrastructure and preparation of Environmental Impact Statement (EIS)
	▶ 1 passing loop	
	▶ 10 to 18 rail bridges	
	▶ 2 to 3 grade separations	
	▶ 60 to 100 culverts	
	▶ Rail formation height range of 1 to 3m	
	▶ ATMS signalling	
	▶ Utilities relocations	
	▶ 5 to 8 active level crossings	
	▶ 13 to 20 passive level crossings	



PROJECT	PRELIMINARY SCOPE OUTLINE	APPROVAL OUTLINE
NSW/QLD Border to Gowrie	<ul style="list-style-type: none"> ▶ Approximately 146km new greenfield dual gauge track ▶ Approximately 78km brownfield track enhancement to dual gauge ▶ 20 to 30 rail bridges ▶ 250 to 400 culverts ▶ 3 to 4 grade separations ▶ 10 to 17 turnouts ▶ 58 to 70 passive level crossings ▶ 20 to 30 active level crossings ▶ 5 to 7 passing loops ▶ ATMS signalling 	State Development and Public Works Organisation Act 1971 via Coordinated Project process - Environmental Impact Statement (EIS)
<div>PPP</div> Gowrie to Kagaru (3 projects)	<ul style="list-style-type: none"> ▶ Approximately 126km new greenfield dual gauge track ▶ Approximately 6.38km tunnel through the Toowoomba Range ▶ 2 x 1.1 km long tunnel ▶ 11 viaducts ▶ 51 bridges ▶ 11 loops ▶ ATMS signalling ▶ 21 grade separations, including 6 road over rail 	State Development and Public Works Organisation Act 1971 via Coordinated Project process - Environmental Impact Statement (EIS)
Kagaru to Acacia Ridge and Bromelton	<ul style="list-style-type: none"> ▶ Approximately 49km brownfield track enhancement enabling double stacking ▶ 3 to 5 bridge modifications ▶ 2 new crossing loops ▶ 2 crossing loop extensions ▶ Approximately 20 to 40 culvert modifications or replacements ▶ ATMS signalling ▶ Utilities relocations 	K2ARB to be assessed and approved under the terms of the existing sublease from TMR

MAJOR CONTRACT PACKAGES

Project		Project Type	Indicative Environmental Approvals in place	Indicative Construction Commencement
Tottenham to Albury	(T2A)	Enhancement Project	Q1/Q2 2019	Q1/Q2 2020
Albury to Illabo	(A2I)	Enhancement Project	Q3/Q4 2018	Q3/Q4 2020
Illabo to Stockinbingal	(I2S)	Greenfield Project	Q1/Q2 2020	Q1/Q2 2021
Stockinbingal to Parkes	(S2P)	Enhancement Project	Q3/Q4 2018	Q1/Q2 2020
Parkes to Narromine^	(P2N)	Brownfield Upgrade	Mid 2018	Mid 2018
Narromine to Narrabri	(N2N)	Greenfield Project	Q3/Q4 2020	Q3/Q4 2021
Narrabri to North Star	(N2NS)	Brownfield Upgrade	Q3/Q4 2018	Q3/Q4 2019
North Star to Border	(NS2B)	Greenfield Project	Q1/Q2 2020	Q1/Q2 2021
Border to Gowrie	(B2G)	Greenfield Project	Q1/Q2 2020	Q1/Q2 2021
PPP Gowrie to Kagaru	(G2K)	PPP Greenfield Project	Q1/Q2 2020	Q3/Q4 2020
Kagaru to Acacia and Bromelton	(K2ARB)	Enhancement Project	Q3/Q4 2019	Q3/Q4 2020

PPP

LEGEND

Brownfield Upgrade	Upgrade existing alignment to Inland Rail performance requirements and double stacking
Enhancement Project	Works to enable double stacking
Greenfield Project	New rail corridor and track to connect existing network

^ Currently in construction procurement

PROJECT PROGRESS



PROJECTS

PROJECT STAGES

CONCEPT
ASSESSMENT

FEASIBILITY
DESIGN

DETAILED
DESIGN

PROJECT
APPROVAL

CONSTRUCTION

OPERATION

VICTORIA

1 Tottenham to Albury



NEW SOUTH WALES

2 Albury to Illabo



3 Illabo to Stockinbingal



4 Stockinbingal to Parkes



5 Parkes to Narromine



6 Narromine to Narrabri



7 Narrabri to North Star



8 North Star to NSW/QLD Border



QUEENSLAND

9 NSW/QLD Border to Gowrie



10 Gowrie to Helidon



11 Helidon to Calvert



12 Calvert to Kagaru



13 Kagaru to Acacia Ridge and Bromelton



PUBLIC PRIVATE PARTNERSHIP (PPP)
These three Queensland projects will
be constructed under a single PPP.

LEGEND

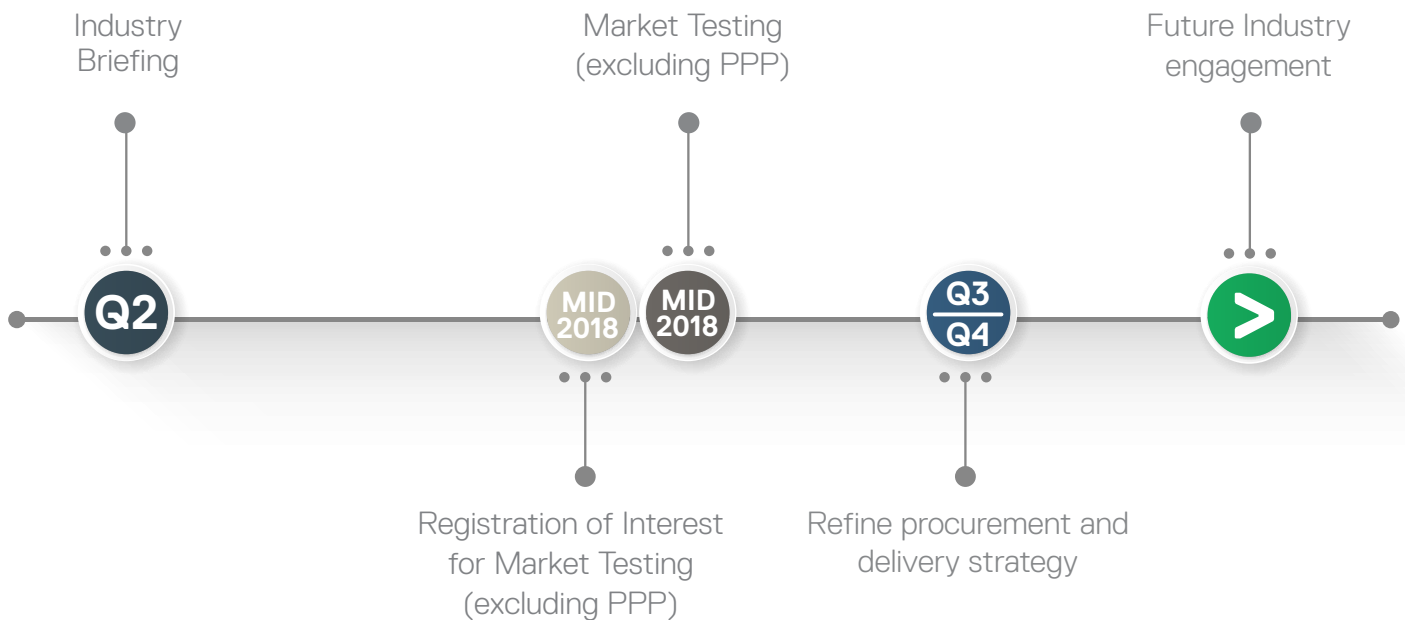


CURRENT STATUS Q1/Q2 2018

CURRENT INDUSTRY ENGAGEMENT PROCESS

The Inland Rail procurement delivery strategy outlines how the projects will be taken to market and how they will be delivered through to construction completion.

Inland Rail is currently engaging with Industry to refine, expedite and de-risk the strategy. Industry expertise, knowledge and experience will inform the approach and ensure the Inland Rail objectives are achieved.





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.

ARTC  **InlandRail**

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