The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation, in partnership with the private sector.
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

LEGEND

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

NSW/VIC BORDER
VICTORIA ALIGNMENT

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

<table>
<thead>
<tr>
<th>WORKFORCE MANAGEMENT</th>
<th>LOCAL AND INDIGENOUS INDUSTRY PARTICIPATION</th>
<th>HOUSING AND ACCOMMODATION</th>
<th>COMMUNITY HEALTH AND WELLBEING</th>
<th>STAKEHOLDER AND COMMUNITY ENGAGEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTC is committed to creating opportunities for the development of skilled local and Indigenous workers through the construction and operation of Inland Rail.</td>
<td>ARTC is committed to supporting local and Indigenous businesses to ensure they are prepared for and provided with opportunities to participate in Inland Rail.</td>
<td>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.</td>
<td>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.</td>
<td>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.</td>
</tr>
</tbody>
</table>
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

- **2014**: Industry Briefing to promote awareness and understanding of Inland Rail
- **2015**: Regional Supplier Briefing
- **2016**: DIRDC Market Sounding Technical and Approvals Industry Briefing
- **2017**: Parkes to Narromine Industry Briefing
- **2018**: May 2018 Industry Briefing to communicate:
  - Update of Inland Rail Programme
  - Outline Inland Rail Social Performance Programme and desired outcomes
  - Update on PPP (Gowrie to Kagaru)
  - Upcoming market testing (excluding PPP)
- **NEXT STEPS**: Future regular Industry Briefings, Future market testing PPP
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.
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

<table>
<thead>
<tr>
<th>SCOPE OF WORK</th>
<th>APPROVAL OUTLINE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Tottenham to Albury</strong></td>
<td></td>
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<tr>
<td>Approximately 305km existing rail enhancement works to allow double stacking</td>
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<tr>
<td>10 to 15 sections of track lowering of 0.5 to 1.4m</td>
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<tr>
<td>9 to 11 bridge replacements</td>
<td></td>
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<tr>
<td>19 to 24 signal structure modification sites</td>
<td></td>
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<tr>
<td>30 to 55 culverts</td>
<td></td>
</tr>
<tr>
<td>Clearances on existing structures and stations for double stacking</td>
<td></td>
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<tr>
<td>Utilities relocations</td>
<td></td>
</tr>
<tr>
<td><strong>APPROVAL OUTLINE</strong></td>
<td></td>
</tr>
<tr>
<td>T2A: Planning and Environment Act via a Ministerial Planning Scheme Amendment</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Scope of Work</th>
<th>Approval Outline</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Albury to Illabo</strong></td>
<td></td>
</tr>
<tr>
<td>Approximately 185km of existing rail enhancement works to allow double stacking</td>
<td></td>
</tr>
<tr>
<td>4 to 8 sections of track lowering of 0.5 to 1.5m</td>
<td></td>
</tr>
<tr>
<td>7 to 10 bridge replacements</td>
<td></td>
</tr>
<tr>
<td>16 to 20 signal structure modification sites</td>
<td></td>
</tr>
<tr>
<td>25 to 45 culverts</td>
<td></td>
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<tr>
<td>Clearances on existing structures and stations for double stacking</td>
<td></td>
</tr>
<tr>
<td>Utilities relocations</td>
<td></td>
</tr>
<tr>
<td><strong>Environment Planning and Assessment Act via Review of Environmental Factors (REF)</strong></td>
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</tr>
</tbody>
</table>
## Scope of Inland Rail Project

### Illabo to Stockinbingal
- Approximately 37km of new greenfield track
- 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
- 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

### Approval Outline
- Environment Planning and Assessment Act via declared State Significant Infrastructure and preparation of Environmental Impact Statement (EIS)
- Environment Planning and Assessment Act via Review of Environmental Factors (REF)
### Parkes to Narromine
- 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

### Narromine to Narrabri
- 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

**Approval Outline**

Environment Planning and Assessment Act via declared State Significant Infrastructure and preparation of Environmental Impact Statement (EIS)
## SCOPE OF INLAND RAIL PROJECT

### Narrabri to North Star

- Approximately 190km of brownfields track, sleeper and ballast replacement
- 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
- 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

### APPROVAL OUTLINE

- Environment Planning and Assessment Act via declared State Significant Infrastructure and preparation of Environmental Impact Statement (EIS)
# PROJECT PRELIMINARY SCOPE OUTLINE

## NSW/QLD Border to Gowrie

- 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

**APPROVAL OUTLINE**

- State Development and Public Works Organisation Act 1971 via Coordinated Project process
- Environmental Impact Statement (EIS)

## Gowrie to Kagaru (3 projects)

- 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

**APPROVAL OUTLINE**

- State Development and Public Works Organisation Act 1971 via Coordinated Project process
- Environmental Impact Statement (EIS)

## Kagaru to Acacia Ridge and Bromelton

- 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

**APPROVAL OUTLINE**

- K2ARB to be assessed and approved under the terms of the existing sublease from TMR
# MAJOR CONTRACT PACKAGES

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

### 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

<table>
<thead>
<tr>
<th>#</th>
<th>PROJECT STAGES</th>
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<tr>
<td></td>
<td>VICTORIA</td>
<td>NEW SOUTH WALES</td>
<td>QUEENSLAND</td>
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<tr>
<td>1</td>
<td>Tottenham to Albury</td>
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<td>2</td>
<td>Albury to Illabo</td>
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<td>3</td>
<td>Illabo to Stockinbingal</td>
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<td>4</td>
<td>Stockinbingal to Parkes</td>
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<td>5</td>
<td>Parkes to Narromine</td>
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<td>6</td>
<td>Narromine to Narrabri</td>
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<td>7</td>
<td>Narrabri to North Star</td>
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<td>8</td>
<td>North Star to NSW/QLD Border</td>
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<td>9</td>
<td>NSW/QLD Border to Gowrie</td>
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<tr>
<td>10</td>
<td>Gowrie to Helidon</td>
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<td>11</td>
<td>Helidon to Calvert</td>
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<tr>
<td>12</td>
<td>Calvert to Kagaru</td>
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<tr>
<td>13</td>
<td>Kagaru to Acacia Ridge and Bromelton</td>
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</table>

** LEGEND **

- CURRENT STATUS Q1/Q2 2018

**PUBLIC PRIVATE PARTNERSHIP (PPP)**

These three Queensland projects will be constructed under a single PPP.
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.

- **Industry Briefing**: Q2 2018
- **Market Testing (excluding PPP)**: MID 2018
- **Registration of Interest for Market Testing (excluding PPP)**: MID 2018
- **Refine procurement and delivery strategy**: Q3 Q4 2018
- **Future Industry engagement**
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.