

MAKING THE RIGHT CONNECTION

THE CASE TO CONNECT INLAND RAIL TO GLADSTONE



THE FUTURE FREIGHT TASK IS IMPORT/EXPORT

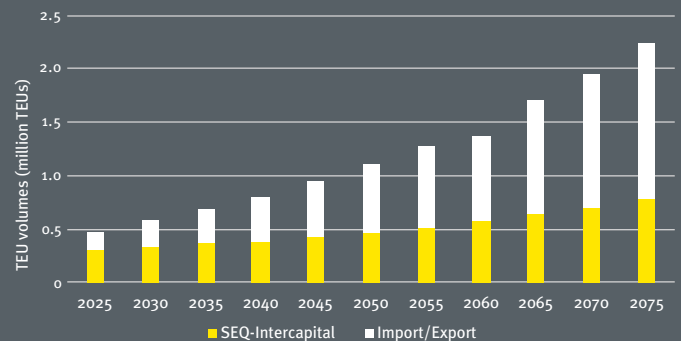


Inland Rail is a visionary project, aimed to future-proof Australia's economy as the freight task grows.

Most of this increased freight task is expected to be driven by increasing volume of imports and exports, generated by activity along the Inland Rail corridor.

To ensure the Inland Rail vision is a success, it needs to be connected to a deep-water port, with room to expand as the freight task grows.

Demand Projections for Inland Rail (Mtpa)



Note: ARTC Demand projections highlight freight from Melbourne to Brisbane, Brisbane to Adelaide, and Brisbane to Perth.

Source: ARTC (2015). ARTC 2015 Inland Rail Programme Business Case.

THE COST OF CONNECTING INLAND RAIL TO THE PORT OF BRISBANE

The current plans to connect Inland Rail to Brisbane (Acacia Ridge) has a number of critical and expensive obstacles.

1. Descending the Toowoomba Range requires a 26km of new dual gauge track and a 6.2km tunnel, 13 bridges and viaduct structures, and 3 crossing loops.
Estimated cost \$1.45 B (ARTC).
2. Crossing the Lockyer Valley Flood Plain requires 47km of new dual gauge track (only half in the existing corridor) and a 1km tunnel through the Little Liverpool Range.
Estimated cost \$1 B (ARTC).
3. Connecting to the Interstate Rail Line requires 53 km of new single-track dual-gauge line, a 1km tunnel through the Teviot Range, 27 bridges and 4 crossing loops.
Estimated cost \$1.29 B (ARTC).
4. Kagaru to Acacia Ridge. **No cost highlighted** for this component which will be high. Significant community issues with rail traffic through residential areas.

5. Acacia Ridge is also constrained by adjacent residential and environmentally sensitive areas and cannot grow. Terminating Inland Rail at Acacia Ridge will **significantly increase truck movements in Brisbane's southern suburbs** between Acacia Ridge and the Port of Brisbane.
6. Connecting to the Port of Brisbane requires a dedicated 38km new rail line to over-come a range of existing bottlenecks in metro Brisbane.
Estimated cost \$2.84 B (DAE).

Overcoming these challenges represents 50% of the cost of Inland Rail (Melbourne to Port of Brisbane) for just 10% of the distance.

Source: DAE (2018). Establishing the need for the last mile. Making the case for a dedicated freight rail link from Acacia Ridge to the Port of Brisbane. Report prepared by Deloitte Access Economics Pty Ltd for the Port of Brisbane Pty Ltd ARTC (2015). ARTC 2015 Inland Rail Programme Business Case. Report prepared by the Australian Rail Track Corporation Limited.



Toowoomba Gladstone Inland Rail

THE ROUTE: TOWOOMBA TO GLADSTONE PORT

By building the “missing Southern Link” in the Surat Basin and upgrading the existing rail networks (Moura Line from Banana to Gladstone and the West Moreton Line from Toowoomba to Wandoan) Inland Rail can be connected to a deep-water port with an adjacent, 28,000ha State Development Area, without years of construction disruption in suburban Brisbane.

The cost of Inland Rail from Toowoomba to Gladstone is estimated at \$3.4 billion.



THE BENEFITS OF GOING TO GLADSTONE PORT



Reduce the cost of Inland Rail by \$4.8 B



Up to 3 years quicker delivery of the Inland Rail vision



Up to 18,000 extra jobs in regional Queensland



Potential to remove coal trains from Brisbane’s suburban network (export from Gladstone Port)



Gladstone Port can handle bigger ships than Brisbane and is closer to Australia’s export markets in East Asia



Gladstone Port is the most expandable in the Southern Hemisphere