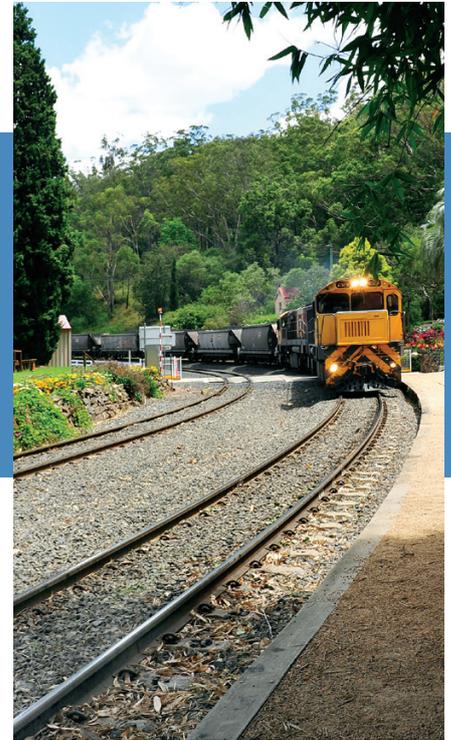


## Inland Rail Project

The anticipated Inland Rail Project will see a new 1,730km rail connection developed between Melbourne and Brisbane. This key piece of national infrastructure will enhance the existing rail network and current interstate freight market.



Passing through central-west New South Wales and Toowoomba, the **Inland Rail Project** will have the capacity to serve the east coast freight market for the next 50 years and beyond and reduce train operating costs and improve service standards across-state. Currently, a typical year sees 50 per cent of all trade emanating to and from the Port of Brisbane come from Toowoomba and West. A 2km long tunnel through the Toowoomba Range will be built as part of the project, significantly reducing travel time from Brisbane to Toowoomba.

The Inland Rail project will deliver:

- A 21-hour travel route from Melbourne to Brisbane, shaving at least 7 hours off current travel time.
- A second link between Queensland and the southern states ensuring streamlined freight movements from Brisbane to Melbourne bypassing the busy Sydney network.
- Cost effective access to metropolitan markets for regional communities.

- Better access for regional communities to new and emerging national and international markets via east coast ports.
- Improved capacity, reliability and productivity of one of the fastest growing freight corridors in Australia.
- Capacity for new regional freight storage and handling hubs to open up in regional centres.
- Long-term sustainability, economic prosperity and liveability for south east Queensland by shifting heavy freight traffic off the road network and onto rail lines.

Thus far, the Federal Government has committed \$300 million toward the expected project cost of \$10 billion. Delivery of the Inland Rail Project is being managed by the Australian Rail Track Corporation (ARTC) on behalf of the Australian Government guided by the '2010 Inland Rail Alignment Study'. It is hoped that construction will commence in 2015.

The Inland Rail Project will comprise of:

**700km**

of existing interstate network [41%]

**400km**

of upgrades of existing corridors [25%]

**600km**

of Greenfield construction through a mix of rural, forest and semi-urban areas [34%]

## Projections

- Based on a study by the ARTC conducted in 2015, 16,000 direct jobs will be created during the 10-year construction period and a regular 600 jobs will be created once operational.
- Freight movements along the Melbourne to Brisbane Corridor are expected to double by 2020 and triple by 2050, going from 550 billion tonne per annum to 1400 billion tonnes.
- Projections currently suggest that by 2020, road congestion will cost the Australian economy \$20 billion annually. With one freight train having the ability to replace 150 semi-trailers, saving approximately 45,000 litres of fuel, Inland Rail stands to significantly reduce the economic and environmental costs associated with road freight.
- Indications suggest by 2050 Inland Rail will reduce the truck task alone for agriculture by 100,000 semi-trailers.
- For more information please visit [www.infrastructure.gov.au/rail/inland/](http://www.infrastructure.gov.au/rail/inland/)

