

# DEPARTMENT OF INFRASTRUCTURE

SUPPORTING AND  
DELIVERING  
AUSTRALIA'S ONCE-  
IN-A-GENERATION  
INLAND RAIL TO  
DELIVER FUTURE  
ECONOMIC GROWTH

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INLAND RAIL SUMMIT  
2018



# INLAND RAIL

## SUMMIT 2018

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Australia's Inland Rail project is predicted to boost Australia's GDP by \$16 billion over the next 50 years, serving as the right infrastructure project to fundamentally change Australia's freight network. The Australian Government's \$10 billion Inland Rail Project is a 1700km freight corridor link from Melbourne to Brisbane and will connect capital cities, farms, mines and ports to deliver a road competitive service to support Australia's future freight economy

Ahead of the **Inland Rail Summit 2018** we chat to Melita Lanigan-King, Director of Regional and Industry Benefits for Inland Rail at the Department of Infrastructure and Regional Development. Melita, whose role as a Director in the Inland Rail and Rail Policy Division helps develop strategic framework and motivate and lead the team to work across governments, local communities and industry to ensure that regions, and the people that live in them, reap the benefits of significant investment in the Inland Rail project.

In this article Melita chats to us about the Inland Rail project and the Australian Government's expectations for 2018, and further delves into the economic benefits and opportunities the project will provide for farmers, miners and our nation's underdeveloped rural areas.



28th - 29th May



Pullman King George Square, Brisbane,





# 1

## COULD YOU GIVE A BRIEF OVERVIEW OF THE INLAND RAIL PROJECT? WHAT WILL THE PROJECT PROVIDE AUSTRALIA THAT IT DOESN'T CURRENTLY HAVE?

"The Inland Rail is a 1,700km, \$10 billion dedicated freight rail line that will directly connect Melbourne and Brisbane for the first time, shortening the current route by some 300km and making the journey approximately 10 hours faster.

At the moment, freight trains travelling between Melbourne and Brisbane must use the east coast route, competing with passenger trains and travelling through the heavily congested Sydney network. By constructing a dedicated freight line and moving freight trains onto Inland Rail we can help free up space on the at capacity Sydney network.

While improving transport times and helping to free up capacity on crowded networks, Inland Rail is also preparing us for the future.

Australia's population will jump to over 30 million by 2030 and our freight task is projected to grow by 80 per cent by then. Inland Rail is a long-term and sustainable solution to the nation's freight challenge and will help support our people and our economy well into the future."



# 2

## WHAT STAGE IS INLAND RAIL AT? BASED ON TIMELINES WHERE DOES GOVERNMENT EXPECT THE PROJECT TO BE AT THE END OF 2018?

"Inland Rail will be operational by 2025. For delivery purposes, the 1,700 km route has been separated into 13 projects over Victoria, New South Wales and Queensland.

A number of projects are currently undergoing environmental impact assessments that involve extensive community consultation and can take as long as two years.

Some projects which involve existing track are more progressed. The Environmental Impact Statements for the 260km Parkes to Narromine and Narrabri the North Star projects are currently undergoing NSW government approval processes. The ARTC has advised that construction will be underway in Parkes NSW by mid-year 2018.

This means that between now and then a large number of contracts will be awarded for materials like quarry products, concrete culverts and sleepers, and turnouts."





# 3

## WHAT STAGE IS INLAND RAIL AT? BASED ON TIMELINES WHERE DOES GOVERNMENT EXPECT THE PROJECT TO BE AT THE END OF 2018?

"Infrastructure Australia has listed Inland Rail as a 'priority' project for good reason: it is a solution to the long-term freight challenge Australia faces. It will improve freight travel times for local farmers and producers, support thousands of jobs and improve road safety, reliability and productivity on our freight network.

Inland Rail will boost Australia's economy by \$16 billion, create jobs and reduce costs for freight operators. These efficiencies will of course create flow-on benefits to consumers.

With more freight travelling by rail, there will be less long-haul freight trucks travelling through regional towns and on the highways which is going to reduce congestions and make roads safer. What's more the trains are double-stacked and up to 1,800 metres long with the capacity to carry the same amount of freight as 110 B-double trucks."



# 4

## HOW WILL THE PROJECT HELP TRANSFORM REGIONAL AREAS WITHIN AUSTRALIA? WHAT BENEFITS AND OPPORTUNITIES WILL IT PROVIDE?

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“As a result of Inland Rail farms, mines, cities and ports will be better connected to the supply chain and as construction commences, towns along the route will see local jobs generated through direct employment working on the track and through increased demand on local businesses such as restaurants and supermarkets. For farmers and producers, the reduced transit time will improve their competitiveness in a global market.

Inland Rail is already generating interest within businesses and communities. Places like Parkes and Toowoomba are seeing substantial private investment of \$35 million from Pacific National and \$25 million from Interlink-SQ respectively.

Beyond this, the department is looking to establish a number of working groups along the Inland Rail route that will seek to further identify and maximise long-term benefits to regional areas. Representatives from local government, Regional Development Australia committees, Regional Organisations of Councils as well as from local and regional business and industry will be invited to participate.

These working groups will provide an essential on-the-ground perspective to examining opportunities that may present themselves to regions from the ongoing operation of Inland Rail.”





# 5

## WHAT ARE THE GOVERNMENT'S EXPECTATIONS REGARDING STAKEHOLDER ENGAGEMENT, DELIVERY AND CONSISTENCY ACROSS ALL PROJECTS?

“This project spans three states which all have different State Government planning and approval requirements and different noise, dust and vibration standards. As part of the approvals for Inland Rail, ARTC must meet or exceed these requirements.

We also understand how important stakeholder and community engagement is to any project.

With most of the projects undergoing environmental assessments, it is a critical time where communities can have their say and achieve the best outcomes for their area. Four community consultative committees have been established in Queensland, and the Australian Rail Track Corporation (ARTC) will also host community meetings to discuss detailed studies and design proposals.

The Government is committed to delivering Inland Rail and opening up opportunities along the line for economic growth and local job creation, so it is important that stakeholders and communities get actively involved in the project and work with ARTC and the department to maximise the benefits for their part of Australia.”



# INLAND RAIL

## SUMMIT 2018

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If you're interested in hearing more from Melita about the economic benefits of Inland Rail and exploring in more detail how the project will transform rural areas through new investment opportunities then join us at the **Inland Rail Summit 2018**.

The event, held in Brisbane on the 28th - 29th May brings together over 15 freight rail experts from the likes of the **ARTC, Port of Melbourne, InterLinkSQ, Office of the National Rail Safety Regulator, Lockyer Valley Regional Council** and **Port of Brisbane**.

to secure your ticket to the event and for special early bird pricing simply fill in the **registration form** and email back to **[registration@iqpc.com.au](mailto:registration@iqpc.com.au)**



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