



National Trunk Rail Pty Ltd
ACN 168 063 643



Image provided by Mark Carter



A BETTER ALTERNATIVE

NTR's proposal is shorter, flatter and straighter



FUNDING GAP

Multi-billion dollar gap between committed federal funds and required project funds



COMPETITION

Inland rail should be opened up to a competitive PPP process

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ABOUT US

National Trunk Rail Pty Ltd (NTR) was established to promote and develop an inland rail line from Melbourne to Brisbane.

Our team has decades of rail, financial and construction expertise in the public and private sectors.

NTR has been pursuing a 21st century solution to Australia's growing freight demand since 2012, building on a concept which had its genesis more than 20 years ago.

NTR acknowledges that solving the freight challenge – where domestic freight is expected to double over the next 20 years and triple by 2050 – is critical to Australia.

But Australia's ability to harness these opportunities is limited by 19th century infrastructure and supply chains.

A world-class, Melbourne to Brisbane trunk rail line is the solution.

A BETTER ALTERNATIVE

NTR proposes an inland rail solution that delivers a new trunk rail line for Australia. It is the only option that provides an integrated supply chain connection between Melbourne and Brisbane.

Inland rail is a once-in-a-generation project that should be built to a standard, not a budget - delivering better value for everyone.

NTR has invested three years and \$5 million to research the best design for a 21st century inland rail solution.

The NTR solution is shorter, flatter and straighter than the ARTC proposal. It will also be faster.

Why build anything less?

GOVERNMENT FUNDING SHORTFALL

Between 2015-16 and 2018-19, the Federal Government has committed \$25.5 billion on road infrastructure and just \$4.01 billion on rail. In 2010, the cost of the ARTC inland rail proposal was estimated at \$4.7 billion. The NTR assessment of the ARTC proposal is that it will cost at least \$10 billion (even with its significant deficiencies in scope).

The Federal Government has committed just \$300 million to the project. There is no federal funding for inland rail in the forward estimates.

That leaves a multi-billion dollar gap between what the federal government has committed and what the project requires.

Inland rail is a nation-building project which will stand for 100 years. It should deliver the best economic and engineering solution – it should not be a poor compromise.

Such an outcome would be a tragedy for Australia and would cripple our ability to harness 21st century logistics to be competitive in the Asian century.

PRIVATE SECTOR INVESTMENT

The inland rail project will succeed only with private sector involvement to help bridge the funding gap.

The private sector brings innovation and experience to large infrastructure projects – grown out of international competitiveness.

The inland rail project should be opened up to a competitive process - a Public Private Partnership solution that will drive innovation and minimise costs to governments and taxpayers.



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