



National Trunk Rail Pty Ltd
ACN 168 063 643



Image provided by Mark Carter



JOB CREATION

25,000 direct and indirect jobs during construction; 3,000 jobs during operations



EFFICIENT RAIL

30% more efficient than the ARTC proposal.
95% more efficient than Melbourne–Sydney–Brisbane coastal rail route



ECONOMIC EXPANSION

Will open up regional Queensland, Victoria and NSW to expansion in agricultural and mineral resources products

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ECONOMIC BENEFITS

The NTR inland rail solution will provide in the order of 25,000 direct and indirect jobs during construction and about 3,000 jobs during operations.

Economic activity generated during construction is estimated to be in the order of \$35 billion.

Through lower freight costs, the NTR inland rail will open up regional Queensland, Victoria and New South Wales to enable expansion in agricultural and mineral resources products.

And we will reduce truck movements across Queensland, New South Wales and Victoria by thousands of vehicles every day.

A new inland rail will also mean significant road infrastructure capex can be avoided or deferred.

OPERATIONAL BENEFITS

NTR's inland rail solution is a transformational project that shifts much of the east coast freight task from road to rail. The project has the potential to increase rail freight from 15% currently to 85% modal share.

The NTR inland rail is shorter, straighter and a less elevated route than the ARTC proposal, delivering significant operating efficiencies. NTR's solution is 1595km long (approximately 135km shorter than ARTC) with 1100 metres lower elevational lift. 43% of the NTR inland rail will be within existing rail corridors.

Comparative Data	NTR Inland Railway	ARTC 2010 Inland Railway	Coastal Route via Sydney	Road (Newell Highway)
Terminal to terminal (km)	1595 km	1731 km	1907 km	1700 km
Total elevation gain	2512 m	3600 m	7600 m	N/A
Equivalent circles of curvature	20 circles	51 circles	267 circles	N/A
Steepest grades	1.0%/1.5%	2.5%	2.5%	N/A
Projected transit time	19 hours	~23 hours	30+ hours	~19 hours

Operational modelling shows NTR's solution is 30% more efficient than the ARTC proposal and 95% more efficient than the existing Melbourne – Sydney – Brisbane coastal rail route.

The NTR solution will involve:

- A new Mangalore - Parkes standard gauge line through Shepparton and Narrandera
- New rail infrastructure from Mangalore to Port of Brisbane
- Double stack ready from day one
- 32.5t axle load to maximise efficiency and competitiveness
- Freight times from Parkes to Port of Melbourne or Brisbane within a maximum of 12 hours

REGIONAL BENEFITS

QUEENSLAND

- Within four years, all east-west metropolitan freight traffic will be removed from the Brisbane and Ipswich suburban rail lines (up to 112 trains each way per week on Brisbane line alone).
- Fully grade separated and will bypass all urban areas (reducing traffic accidents, road congestion and improving amenity in rural towns).
- Double track to Acacia Ridge in Brisbane.
- Innovative 2 x 8km tunnel to the Port of Brisbane.
- Duplicated rail tunnels traversing the Toowoomba Range.
- Spur rail line to Miles.
- Will result in a reduction of 700 truck movements per day on Queensland roads by 2031.

NEW SOUTH WALES

- More able to capitalise on agricultural output to meet growing foods demands of Asia and beyond.
- Parkes to become the “Chicago Rail Hub” of Australia – positioned at the crossroads of the north-south and east-west rail lines.
- Sydney will benefit from additional rail capacity for passenger and intra-NSW freight movements – 48 intermodal freight trains per week would be taken off the Sydney metropolitan rail network when NTR operations commence in 2022, rising to ~63 trains by 2030.
- Upgrading of the Northern Sydney Freight Corridor to accommodate interstate intermodal trains could be deferred by up to 20 years, from the current 2028 date.
- Fully grade-separated and will bypass all urban areas (reducing traffic accidents, road congestion and improving amenity in rural towns).
- Will result in a reduction of 60% in truck movements on the Newell Highway by 2031 - currently 1800 trucks per day (2015).

VICTORIA

- New 21st century food bowl alignment via Shepparton and Tocumwal, with existing Albury interstate route, will result in increased freight access to rail.
- 48 intermodal freight trains per week would be taken off the Albury line when NTR's full inland rail operations commence in 2022, rising to 63 trains per week by 2030.
- Fully grade-separated and will bypass all urban areas (reducing traffic accidents, road congestion and improving amenity in rural towns).
- Will result in a reduction of 700 truck movements per day on Victorian roads by 2031 (including a 35% reduction in truck movements on the Goulburn Valley Highway).

