

Process to refine the route

Is a route viable?

Multi-criteria analysis*



Technical viability (17%)

considers the alignment, impact on public utilities, geotechnical conditions, impacts on existing road and rail networks, flood immunity and hydrology and future proofing.



Environmental impacts (12.5%)

considers ecological impacts (flora, fauna and habitats), visual impacts, noise and vibration impacts, flooding and waterway impacts and effects on air quality and greenhouse gas emissions.



Operational approach (16.5%)

considers impacts on travel time, reliability and availability, and network interoperability and connectivity including interfaces with rail terminals and network.



Safety assessment (16.5%)

considers construction safety, operational safety, public safety, road safety interfaces and emergency response.



Community and property impacts (12.5%)

considers property impacts, Indigenous and non-Indigenous heritage, heritage, impact on community, community response and current and future land use and links to economic impacts.



Approvals and stakeholder engagement (12.5%)

considers planning and approval requirements, consultation with Federal and State agencies and local governments, other statutory and regulatory approvals and service authority interfaces, such as utilities etc.



Constructability and schedule (12.5%)

considers construction duration, access and complexity, resources, interface with operational railway and staging opportunities.

A broad range of qualitative and quantitative criteria is considered as part of the Multi-Criteria Analysis (MCA). The MCA process is recognised as an industry standard and is widely used in Australia and internationally.

Does it enhance the service offering?

Alternatives are compared on their ability to meet the **Service offering**



Transit time

Requires a transit time from Melbourne to Brisbane of less than 24 hours.



Reliability

Requires 98% reliability for freight customers.



Competitive pricing

Requires competitive pricing for freight customers.



Availability

Requires train paths at the times suitable to market needs.

This is the minimum level of service required by rail operators and freight customers.

* The criteria are weighted to reflect relative importance in decision making. However, different MCAs can have slightly different weightings reflecting the specifics of the options under assessment and taking into account any previous MCA results or other assessments undertaken in respect of the options being considered.

Is it value for money?

Alternatives are compared on the basis of **Costs**



Construction estimate



Operating costs

This is the construction estimate, and track maintenance and train operating costs for customers.

The final step in the process is that ARTC makes a recommendation to the Federal Minister for Infrastructure and Transport through the Inland Rail Sponsors Group (Previously the Inland Rail Steering Committee).