



Gowrie to Kagaru

The Gowrie to Kagaru (G2K) section of Inland Rail is considered the most technically complex section of the Inland Rail program.

It features approximately:

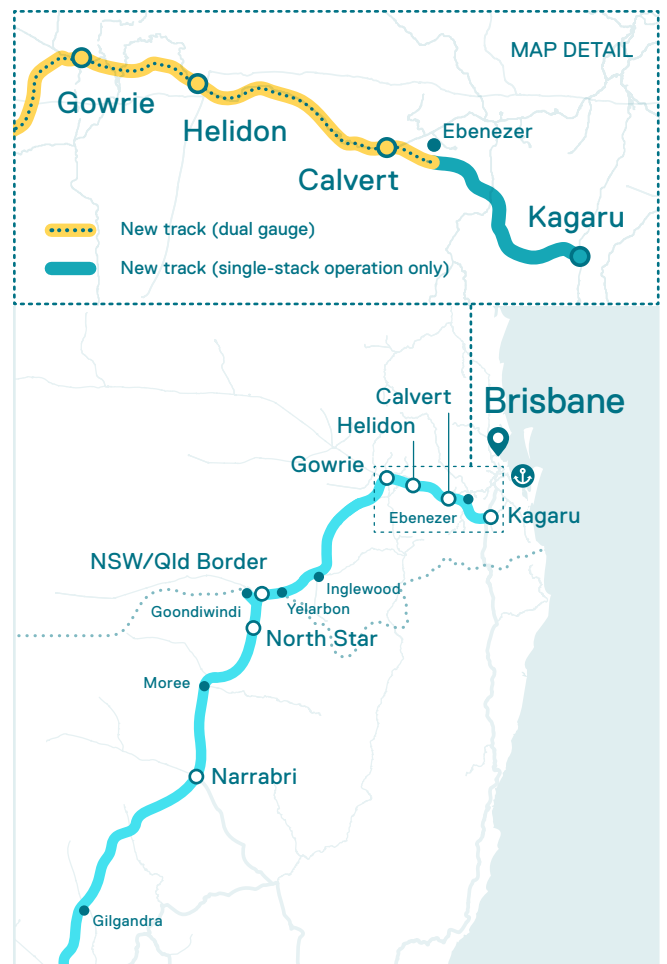
- 128km of new dual gauge track
- 8.2km of tunnels, including a 6.3km tunnel through the Toowoomba Range
- 8 railway viaducts and 49 rail bridges with a total length of 17.2km
- 11 crossing loops.

In line with the Australian Government's response to the Independent Review of Inland Rail, we are now taking a staged approach to deliver Inland Rail.

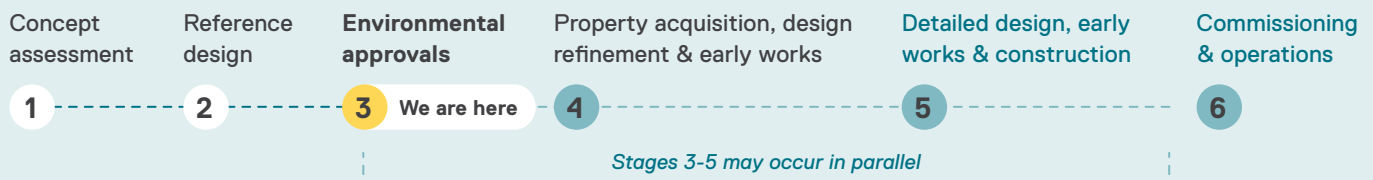
In Queensland, including the G2K section, we are prioritising gaining the required environmental approvals and securing the land required for the Inland Rail route.

Environmental Impact Statements

We are in the planning and approvals phase for the Gowrie to Kagaru section, which is divided into three projects for the purposes of assessing environmental impacts. The three projects are **Gowrie to Helidon**, **Helidon to Calvert** and **Calvert to Kagaru**.



G2K project stages



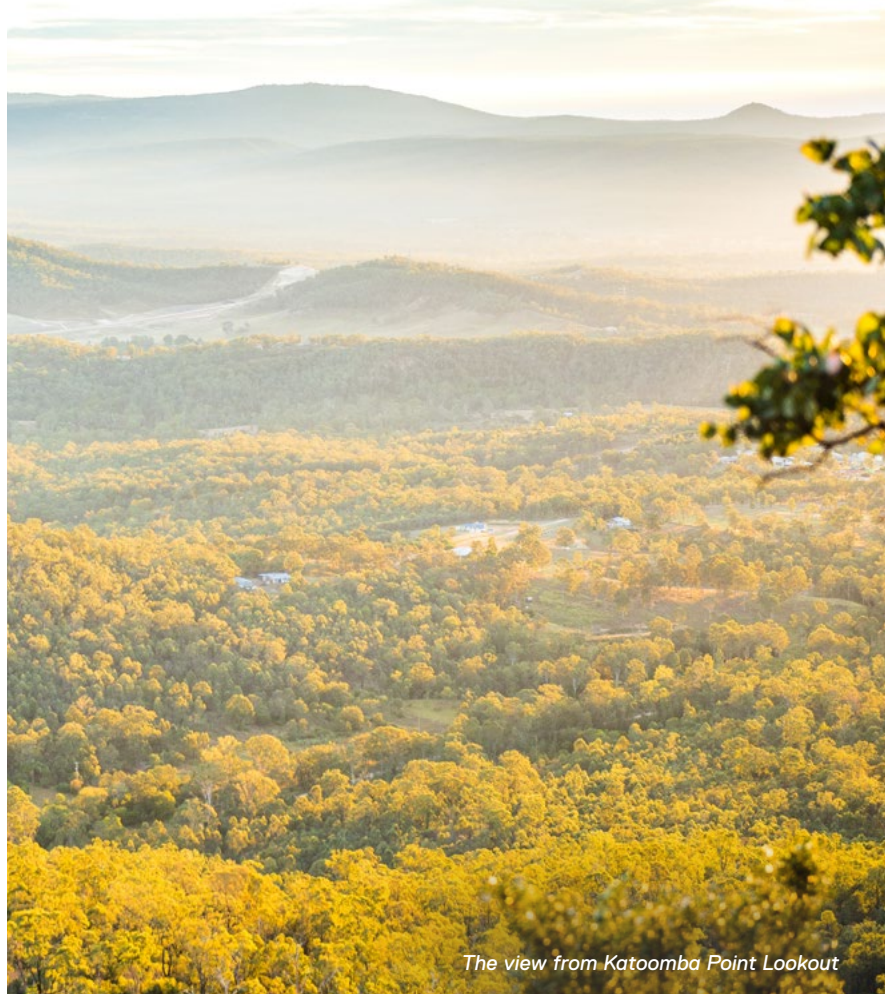
Draft Environmental Impact Statements (EIS) were prepared for all three projects which completed their EIS public notification periods in 2021. The Coordinator-General reviewed the submissions received on the three draft EISs and requested additional information (known formally as a Request For Information or RFI).

Feedback from the Coordinator-General is consistent with other Inland Rail projects in Queensland and all RFI items will be addressed by Inland Rail. Our response will be part of the revised draft EIS for each project, which will be publicly notified and subject to another round of consultation.

Next steps

Inland Rail is committed to working closely with landholders, local communities and other stakeholders. We are preparing responses to the Coordinator-General's request for additional information and, where further field studies and public consultation are required, we will conduct these to inform our responses. Inland Rail is also working on preparing responses to public submissions to the draft EISs received in 2021 and these will be included in the revised draft EIS for each G2K project.

We will continue working with the community and further engage on the EIS, ensuring comprehensive documents are prepared for further public exhibition and feedback.



The view from Katoomba Point Lookout

More information is available on each project's webpage:

- **Gowrie to Helidon** inlandrail.com.au/g2h
- **Helidon to Calvert** inlandrail.com.au/h2c
- **Calvert to Kagaru** inlandrail.com.au/c2k



About Inland Rail

Inland Rail is a 1,600km fast freight rail line between Brisbane and Melbourne that is connecting businesses, manufacturers and producers to national and global markets and generating opportunities for industries and regions during construction and beyond.

Delivering Inland Rail will help shift more goods onto rail and take tens of thousands of large trucks off our roads. This means faster, more reliable freight; safer, less congested roads; and fewer emissions.



74% of freight between Melbourne and Brisbane is moved by road



Moving freight by rail is four times more fuel-efficient than by road



One 1,800m Inland Rail train will take 110 B-double trucks off regional roads

Find out more



We remain committed to working with the community to ensure the best outcome for the region and encourage you to get in touch with us, with questions big or small.

Stop by our Toowoomba or Goondiwindi offices or call on **1800 732 761**.



For more information, to view the interactive project map, or subscribe to our newsletter, visit inlandrail.com.au/where-we-go/projects/

