



Connecting Australia through faster freight



Inland Rail is a 1,600km fast freight backbone that will connect Melbourne and Brisbane via regional Victoria, New South Wales and Queensland, and progressively transform how goods are moved around Australia.

It is linking businesses, manufacturers and producers to national and global markets and generating new opportunities for our industries and regional communities.

Inland Rail is being delivered by Inland Rail Pty Ltd, a subsidiary of Australian Rail Track Corporation, on behalf of the Australian Government.

Regional communities are already experiencing an economic boost from job creation, supply of goods and services and local spend during construction.

As each section of Inland Rail is operational, regional communities will benefit from improved road safety, fewer emissions and reduced noise from large trucks passing through local towns.

Inland Rail construction is progressing between Beveridge, Victoria and Parkes, NSW and is on track for completion by 2027.

This will enable Inland Rail to connect to existing rail networks between Melbourne, Sydney, Perth, Adelaide and the Illawarra region via Parkes.

The immediate focus for Inland Rail north of Narromine is to gain environmental approvals and acquire land for the project in NSW and Queensland.

Future decisions on the delivery of sections north of Narromine are a matter for consideration by the Australian Government.

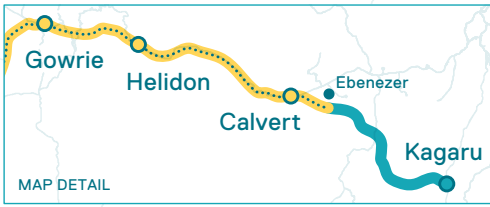


To find out more,
visit inlandrail.com.au



Inland Rail alignment

INLAND RAIL



NSW/QLD BORDER

NSW/QLD BORDER

VIC/NSW BORDER

Legend

- New track (Greenfield)
- New track (dual gauge)
- Existing track (Brownfield) upgrades
- Existing track (enhancements for double-stack operation clearances)
- New track (single-stack operation only)
- ARTC rail network
- Existing Country Rail Network
- Project boundary
- City
- Town
- Port

- 1 Beveridge to Albury (Vic/NSW Border)**
Comprises 262km of existing track. This section will be enhanced to increase height and width clearances to allow for double-stacked trains.
- 2 Albury (Vic/NSW Border) to Illabo**
Comprises 185km of existing track. Inland Rail will benefit from the track upgrades ARTC has already completed to this section. Enhancements or modification works will be undertaken at locations to allow for safe clearance of double-stacked freight trains.
- 3 Illabo to Stockinbingal**
Comprises 37km of new track and 2km of upgraded track. The route bypasses the winding section of track called the Bethungra Spiral.
- 4 Stockinbingal to Parkes**
Comprises 170km of existing track. Inland Rail will benefit from the track upgrades ARTC has already completed to this section. Enhancement works underway will allow double-stacked trains and a new crossing loop to increase capacity on the line.
- 5 Parkes to Narrabri**
Comprises 98km of existing track and 5km of new track. It is the first section of Inland Rail to be completed and accommodates double-stacked trains.
- 6 Narrabri to Narrabri**
Comprises 306km of new rail corridor and track. This new section will reduce the overall journey time and complete one of the missing rail links between Melbourne, Adelaide, Perth and Brisbane.
- 7 Narrabri to North Star**
Comprises 184km of upgraded track and 2km of new track and is the second section of Inland Rail to enter construction.
- 8 North Star to NSW/QLD Border**
Comprises 5km of new track and 25km of existing track. This section will complete one of the key missing rail links between New South Wales and Queensland, using the non-operational rail corridor and new track to connect to the NSW/QLD Border to Gowrie section and the operating line running to Yelarbon.
- 9 NSW/QLD Border to Gowrie**
Comprises of approximately 217km of new track. The section involves building approximately 149km of new track and upgrading approximately 68km of track from the NSW/QLD border, near Yelarbon, to Gowrie Junction, north-west of Toowoomba.
- 10 Gowrie to Helidon**
Comprises 28km of new dual gauge track. This section will traverse the steep terrain of the Toowoomba Range and will include a 6.2km tunnel.
- 11 Helidon to Calvert**
Comprises 47km of new dual gauge track, approximately half within existing rail corridor. This section will cross the Lockyer Valley floodplain and the Little Liverpool Range with a 850m tunnel.
- 12 Calvert to Kagaru**
Comprises 53km of new dual gauge track within existing rail corridor. This section includes 39km of dual gauge track allowing single-stacked operations between a proposed terminal at Ebenezer and Kagaru. Using 1.1km of tunnelling, this section will connect Inland Rail with the existing Sydney to Brisbane Coastal Line.