



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 and train operations.

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 in 2027.

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

Future decisions on the delivery of sections north of Narromine and into Queensland are a matter for consideration by the Australian Government, along with Inland Rail achieving environmental approvals and securing land required for the project.

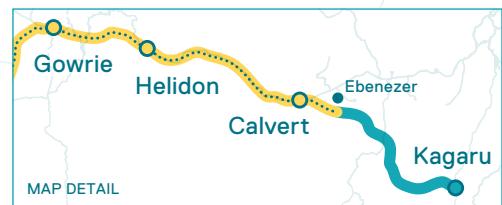


To find out more,
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Inland Rail alignment

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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 Narromine
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 Narromine 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 189km 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.