

# RAIL FREIGHT ALLIANCE

# Welcome

**Cr Glenn Milne**  
*Chair, Rail Freight Alliance*

# INLAND RAIL: A LEGACY FOR GENERATIONS

**Mr Andrew Cole**  
*Inland Rail*  
*Project Director Victoria*



# **INLAND RAIL: A LEGACY FOR GENERATIONS**

**ADDRESS TO MELBOURNE BRISBANE INLAND RAIL PROJECT SYMPOSIUM**

**ANDREW COLE  
PROJECT DIRECTOR VICTORIA - INLAND RAIL**

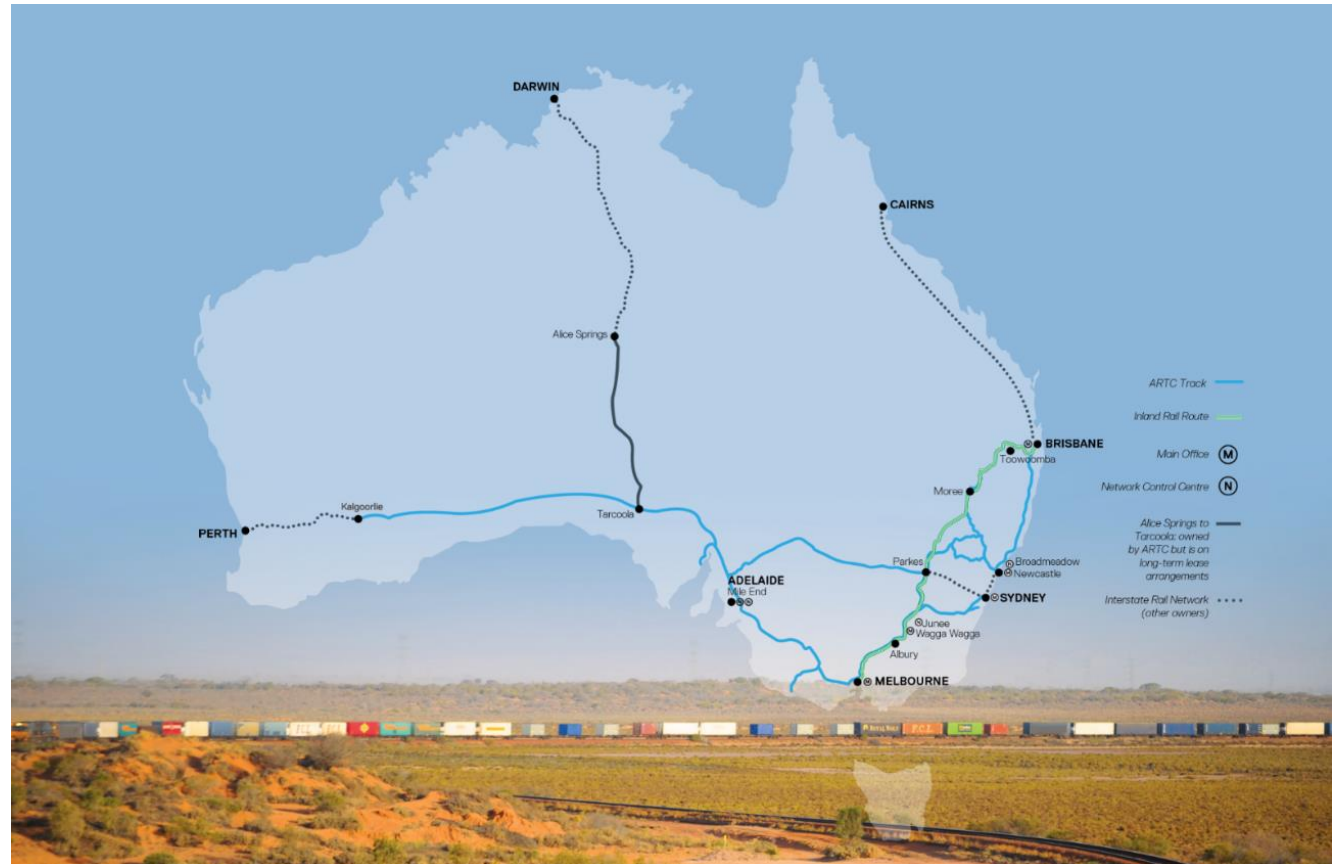
12 APRIL 2019

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

**ARTC**

# AUSTRALIA'S LARGEST RAIL FREIGHT NETWORK

- Controlling, operating and maintaining 8,500 kilometres of standard gauge rail infrastructure.
- Integrated manager of critical Australian infrastructure with the scale to deliver strong financial growth, comprising:
  - The Hunter Valley “heavy-haul” coal network,
  - The interstate mainline network (intermodal and general freight) and
  - The construction of the \$10 billion Inland Rail.
- The company employs over 1400 staff located at 30 regional and city based locations across Australia.
- 480 trains per day operating on the network
- Strategic focus on making rail the nation’s mode of choice



# INLAND RAIL

Transforming the way we move freight around the country



# WHY INLAND RAIL?

- Generate \$16 Billion in additional economic benefits
- Create 16,000 direct and indirect jobs
- Make the nation safer and more efficient by removing +200,000 trucks from the road by 2050
- Help reduce congestion on the main arteries to our capital cities
- Provide the backbone for a world-class supply chain
- Help meet Australia's freight challenge

# NATIONAL AND STATE BENEFITS

## GDP/GSP BOOST



## JOBS





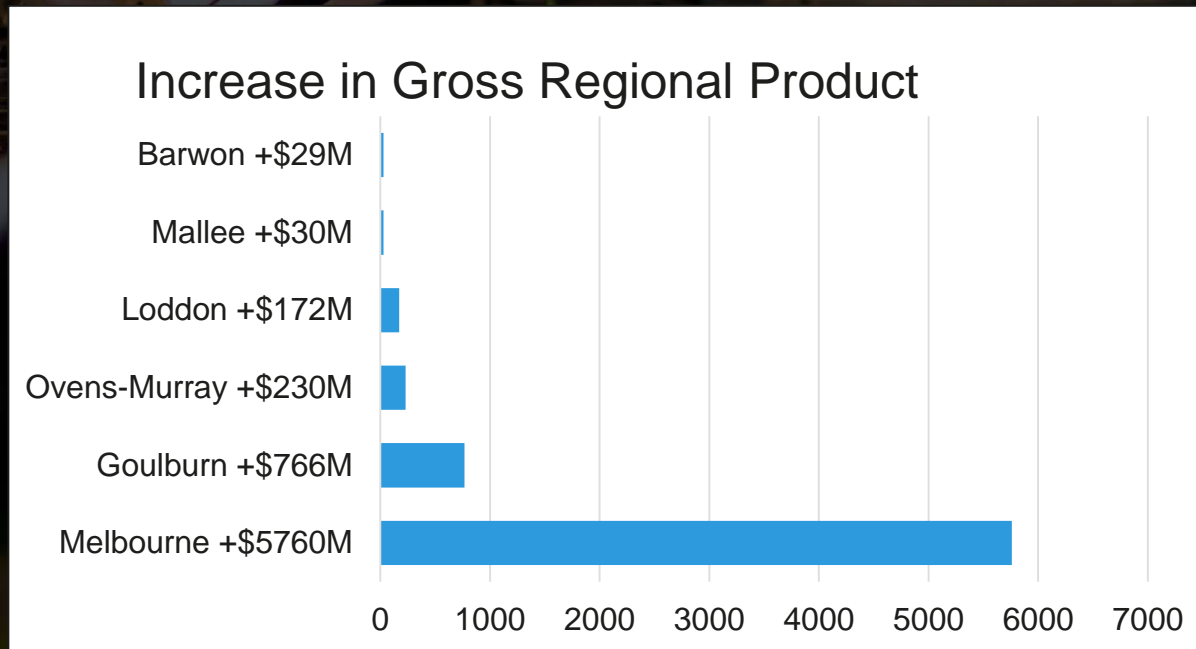


## VICTORIA MAJOR BENEFICIARY

- Approximately 300km of Inland Rail is in Victoria – almost 20% of the total length from Melbourne to Brisbane (1700km)
- **Boost to the Victorian Gross State Product by \$7 billion – benefiting residents living in cities and in regional Victoria. Reflects the fact Victoria is the origin or destination of virtually all the interstate freight which will be carried on Inland Rail**

# VICTORIA – A MAJOR BENEFICIARY OF INLAND RAIL

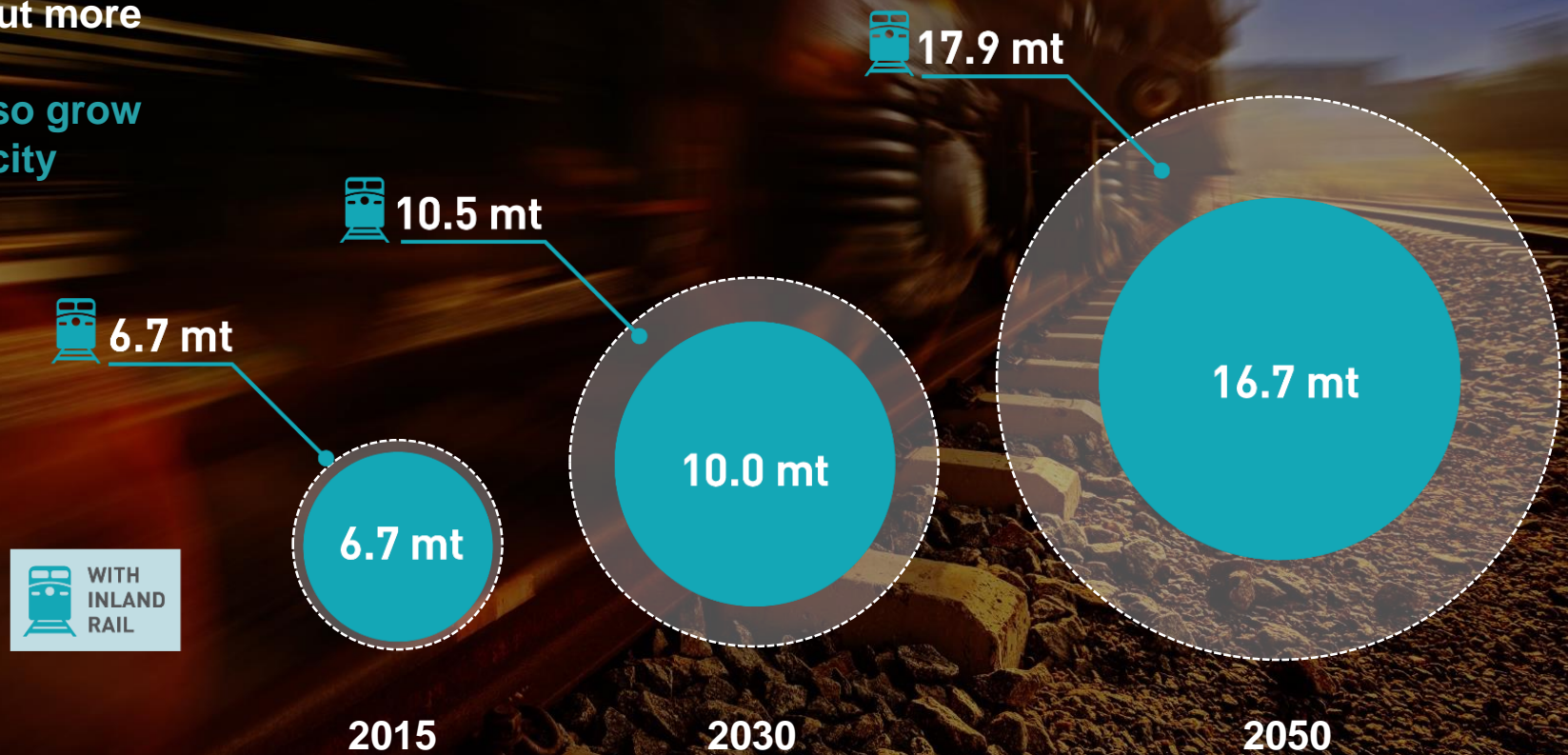
The Melbourne region will gain the greatest economic benefit given its relative importance to the state economy. The increases in Gross Regional Product resulting from Inland Rail is estimated as follows, by region:



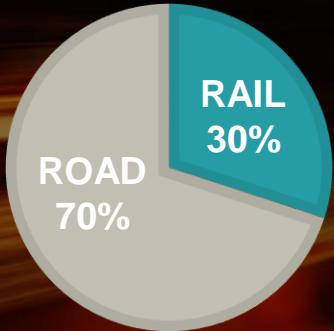
# MEETING AUSTRALIA'S FREIGHT CHALLENGE

Brisbane to Melbourne, Adelaide and Perth corridors

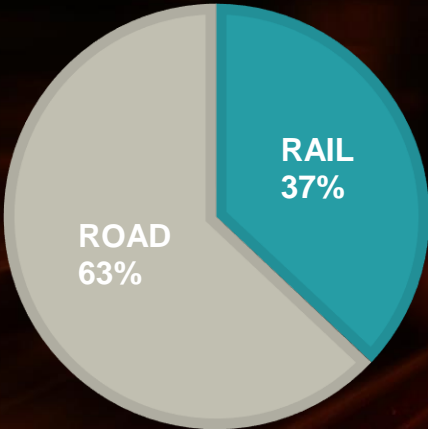
Inland Rail is about more than modal shift  
Inland Rail will also grow total freight capacity



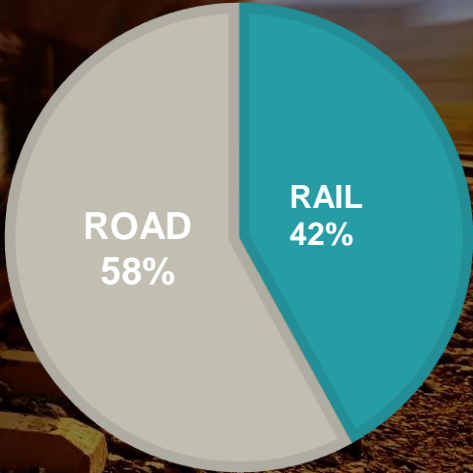
# MOVING FREIGHT WITHOUT INLAND RAIL



2015

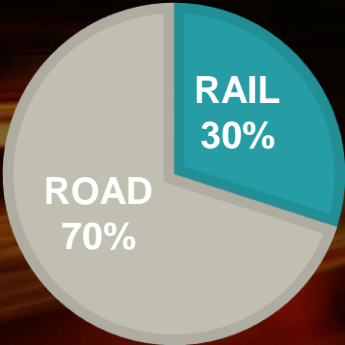


2030

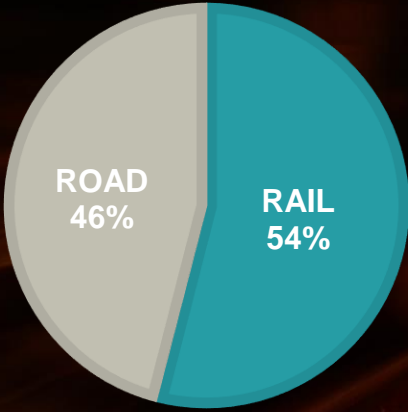


2050

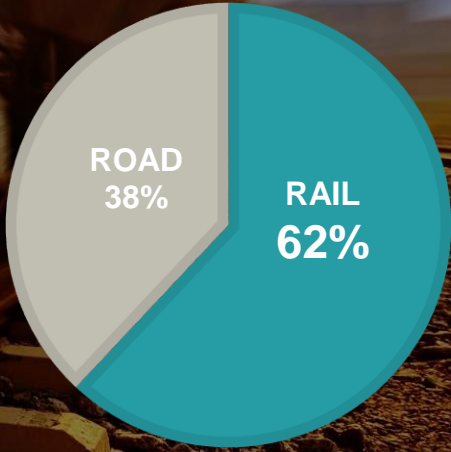
# MOVING FREIGHT WITH INLAND RAIL



2015

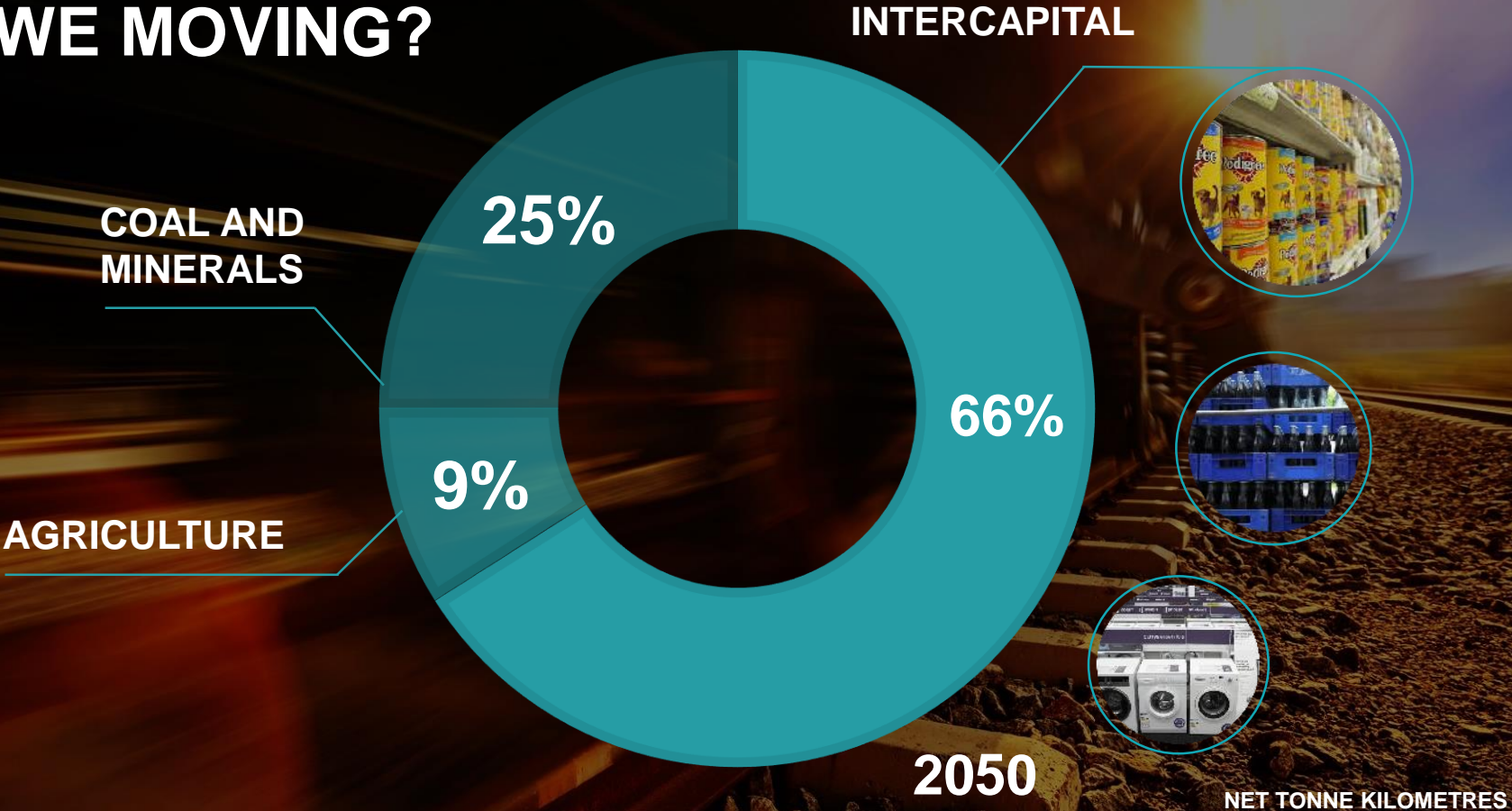


2030



2050

# WHAT TYPE OF FREIGHT ARE WE MOVING?



# OUR VISION FOR INLAND RAIL

## ■ CONNECTED

## ■ FAST

└ Straight and flat

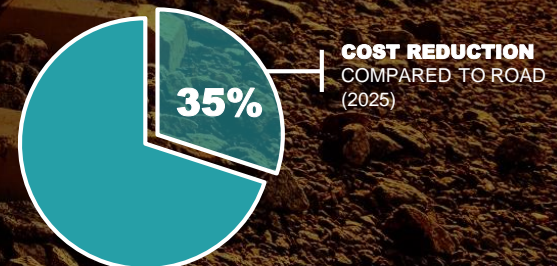


## ■ RELIABLE

└ 98%



## ■ COST EFFECTIVE



# HOW WE'RE DELIVERING OUR VISION



WITH SUPPORT FROM GOVERNMENT

**\$9.3bn** commitment



IN PARTNERSHIP WITH THE PRIVATE SECTOR

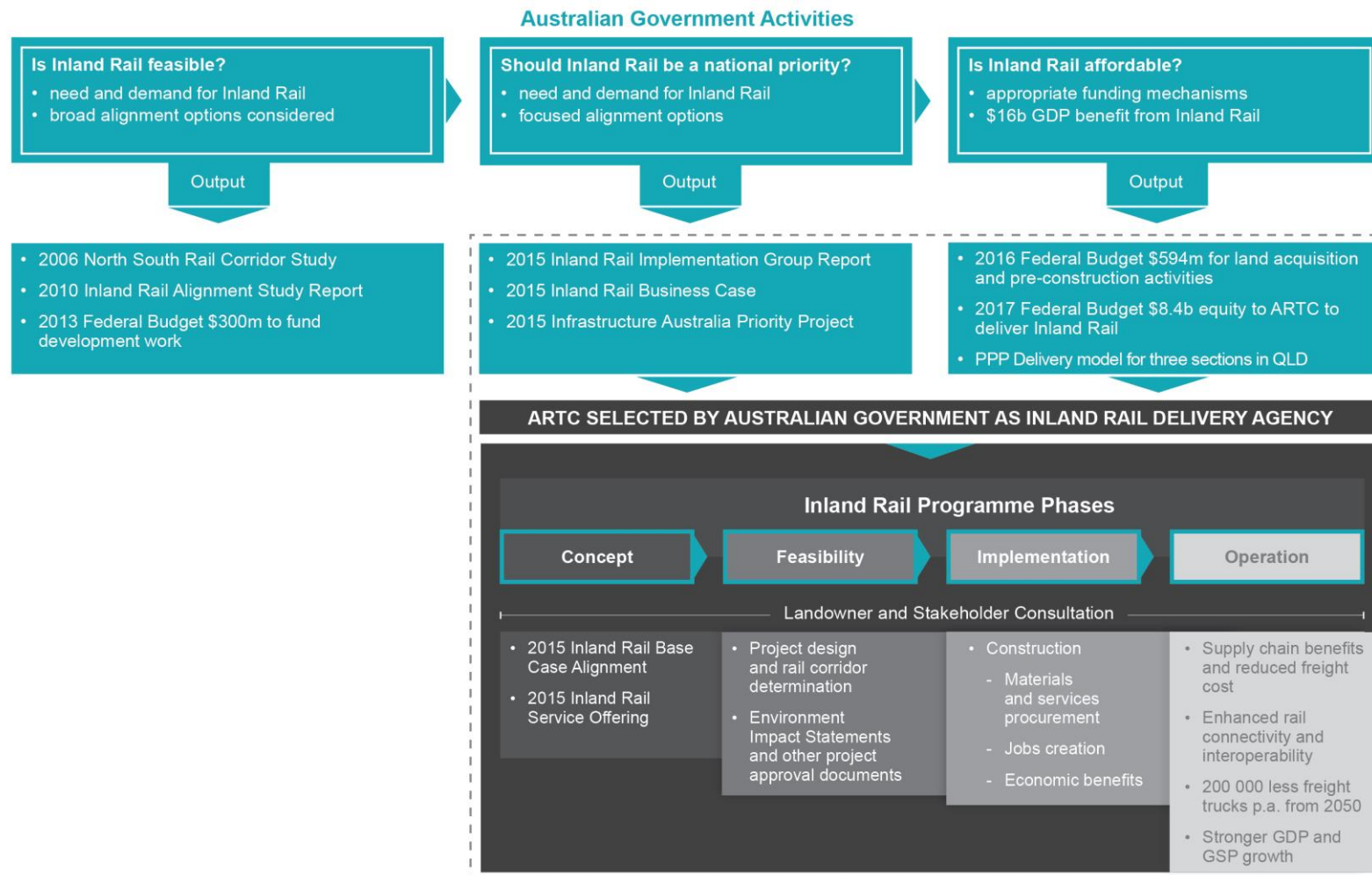


HAND-IN-HAND WITH THE COMMUNITY

NETWORK ENGAGEMENT LOCAL SUPPORT JOBS



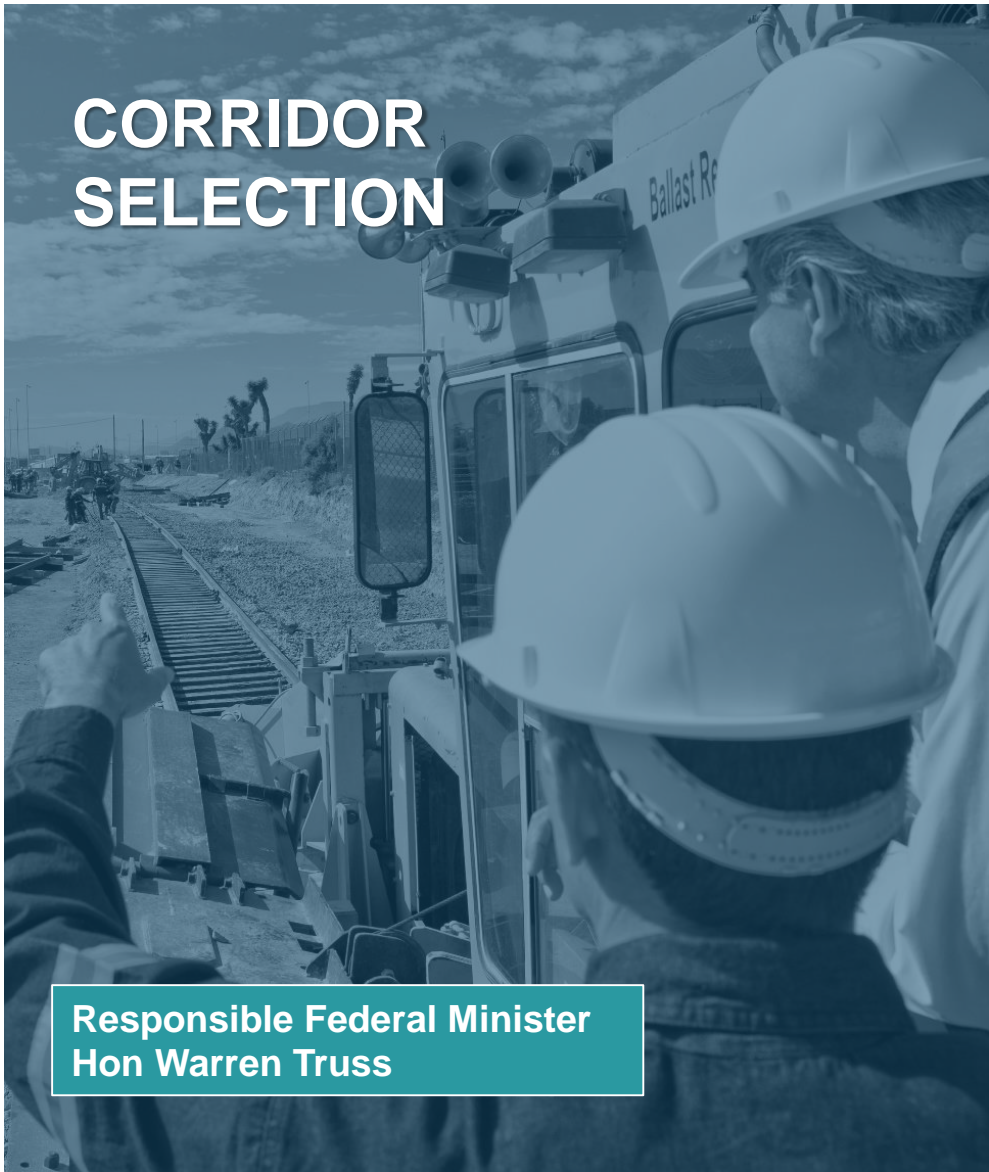
# INLAND RAIL DEVELOPMENT PROCESS OVERVIEW





2006 – North – South Rail *Corridor* Study –

- East?
- West?
- Central?



# CORRIDOR SELECTION

Responsible Federal Minister  
Hon Warren Truss

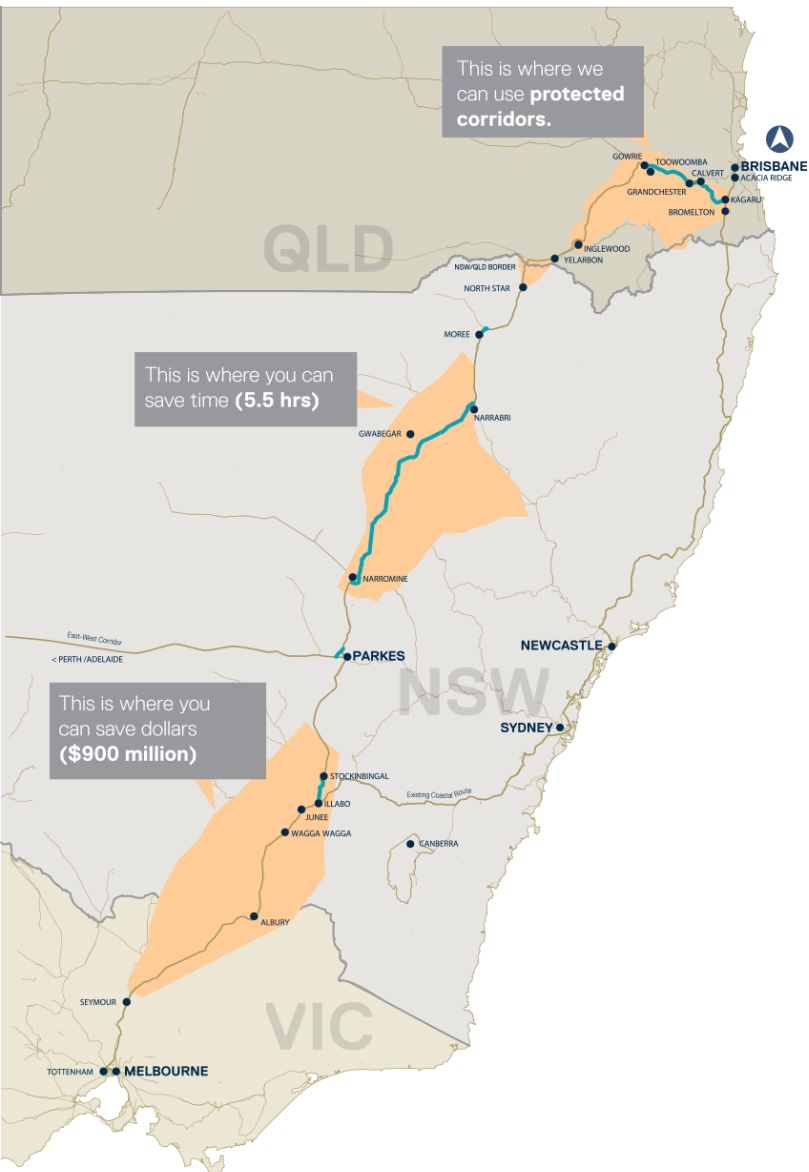


2010 – Inland Rail  
*Alignment* Study  
(IRAS)

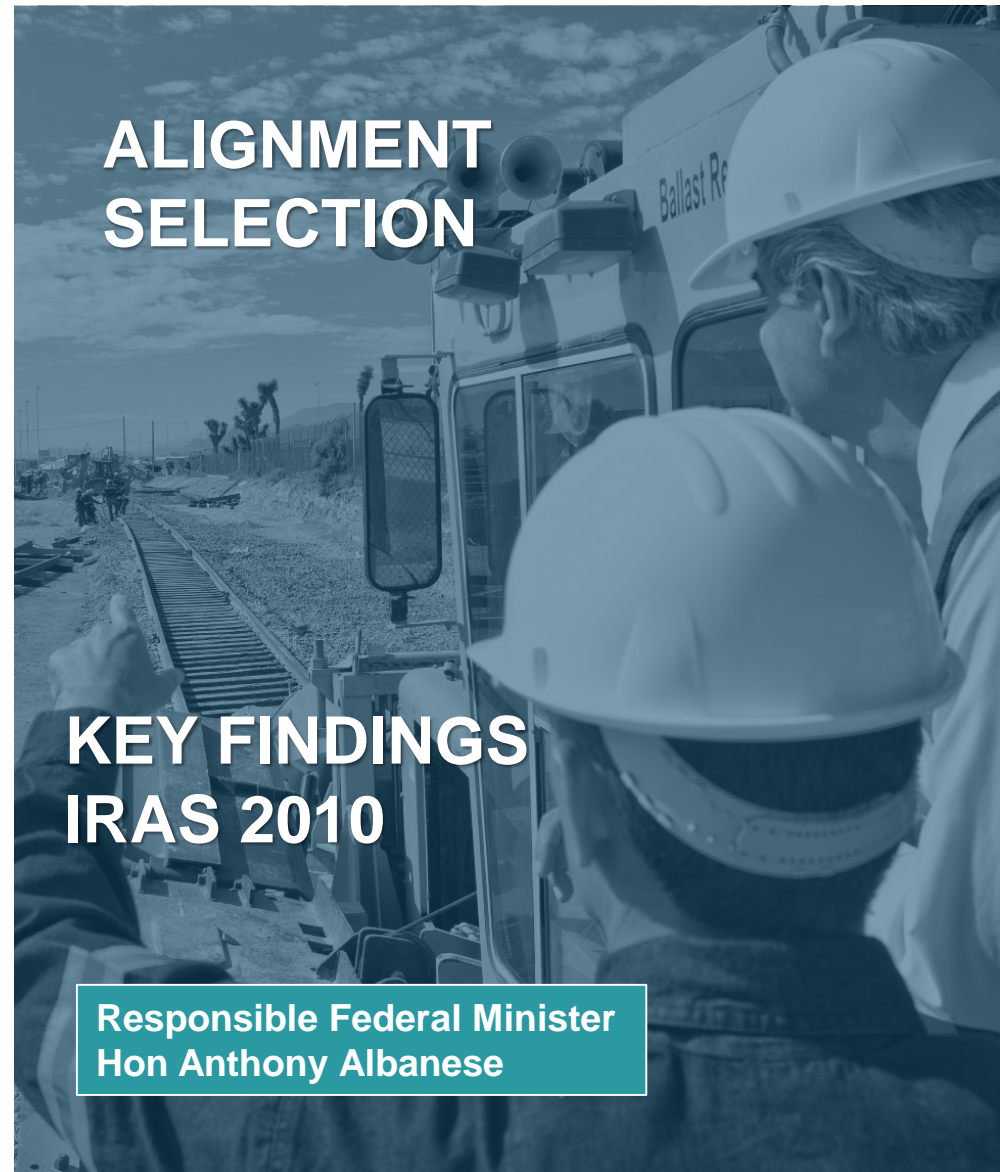


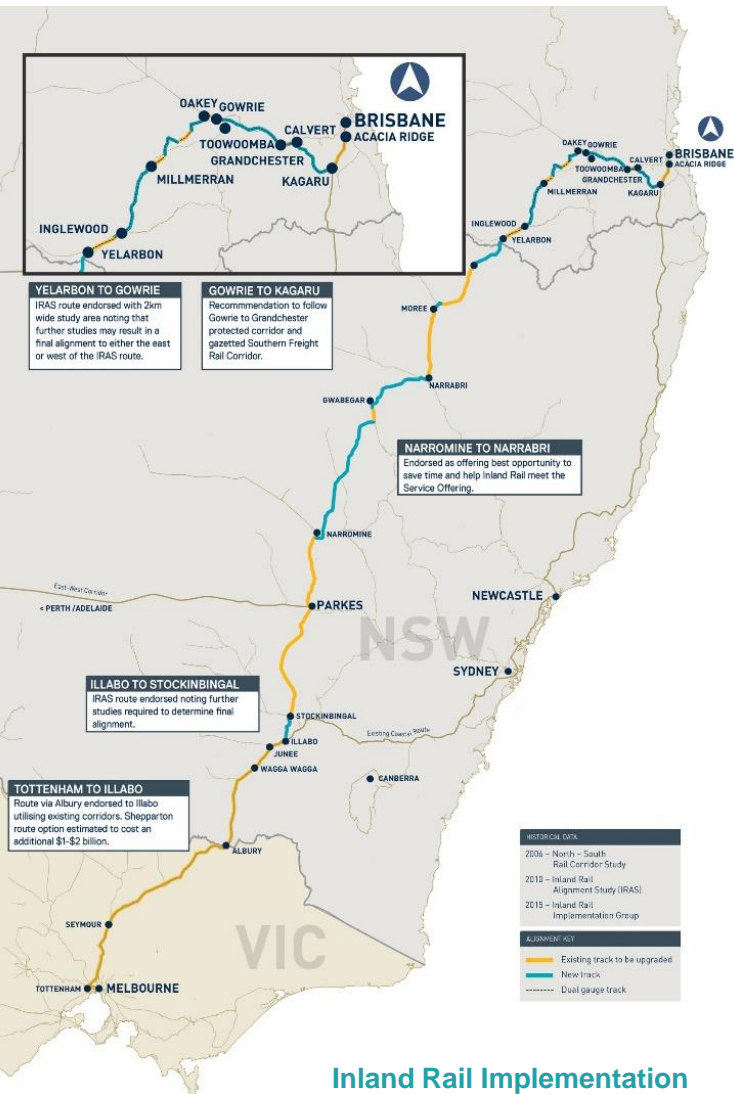
# ALIGNMENT SELECTION

Responsible Federal Minister  
Hon Anthony Albanese



**Key question**  
 what is the best combination of existing (brownfield) and new (greenfield) corridors?





Inland Rail Implementation Group (2015)

Endorsed the IRAS alignment

Infrastructure Australia endorsed the ARTC Inland Rail Business Case (May 2015)

Inland Rail declared a priority infrastructure project



# ALIGNMENT SELECTION

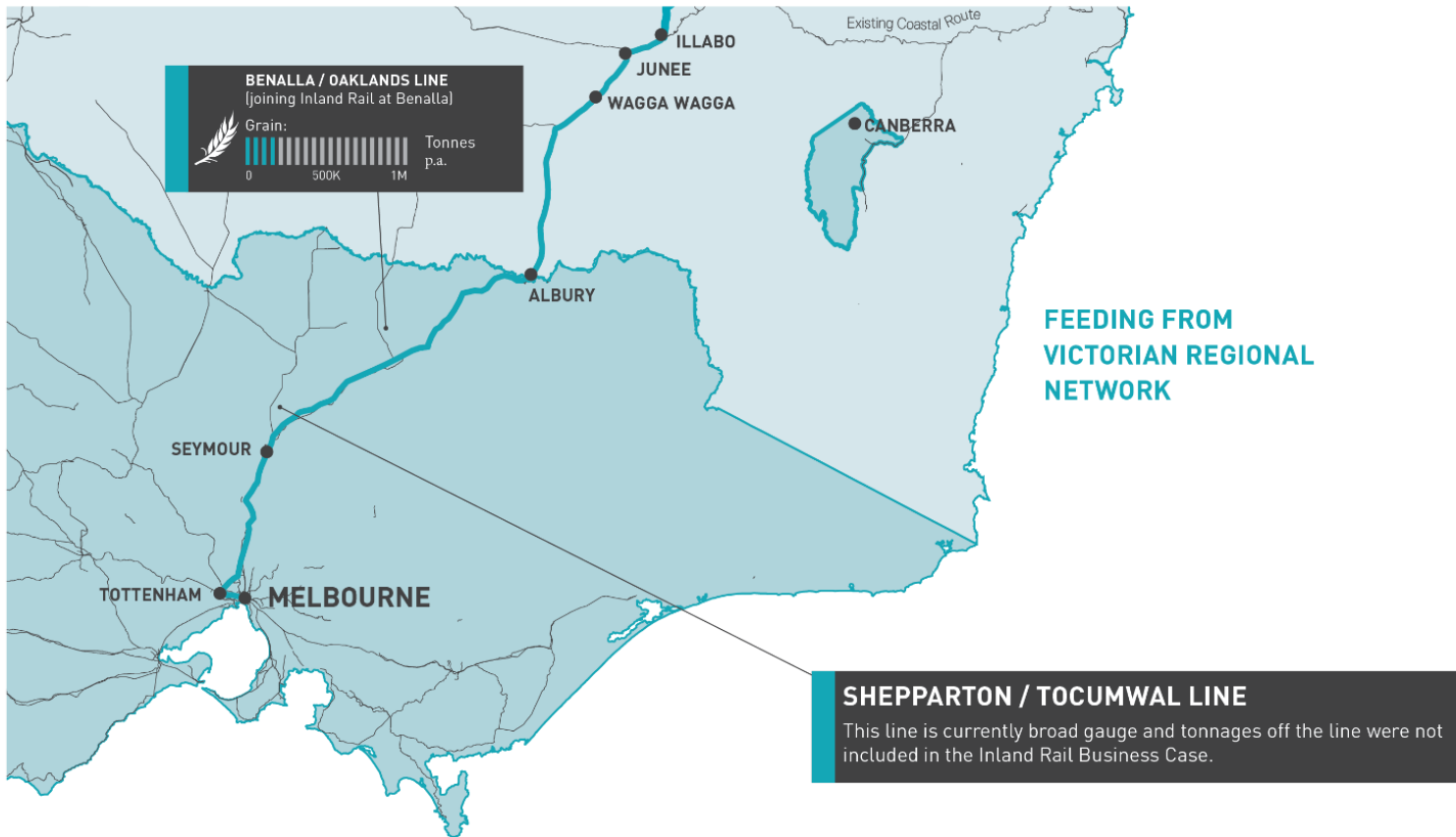
# KEY FINDINGS IRIG 2015

Responsible Federal Minister  
Hon Warren Truss

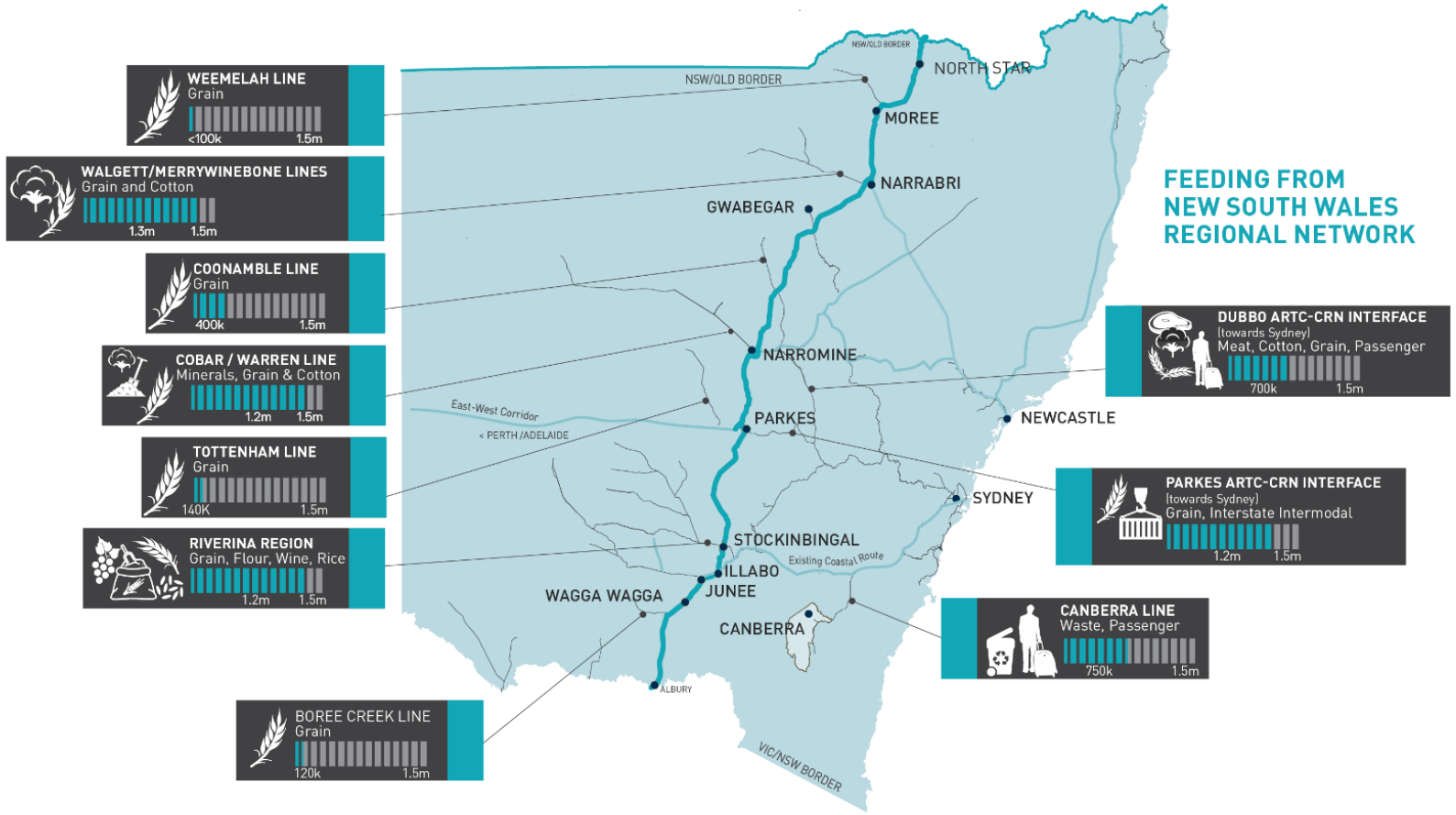


# CONNECTED SUPPLY CHAIN BACKBONE

# POTENTIAL REGIONAL FREIGHT VOLUMES – VIC

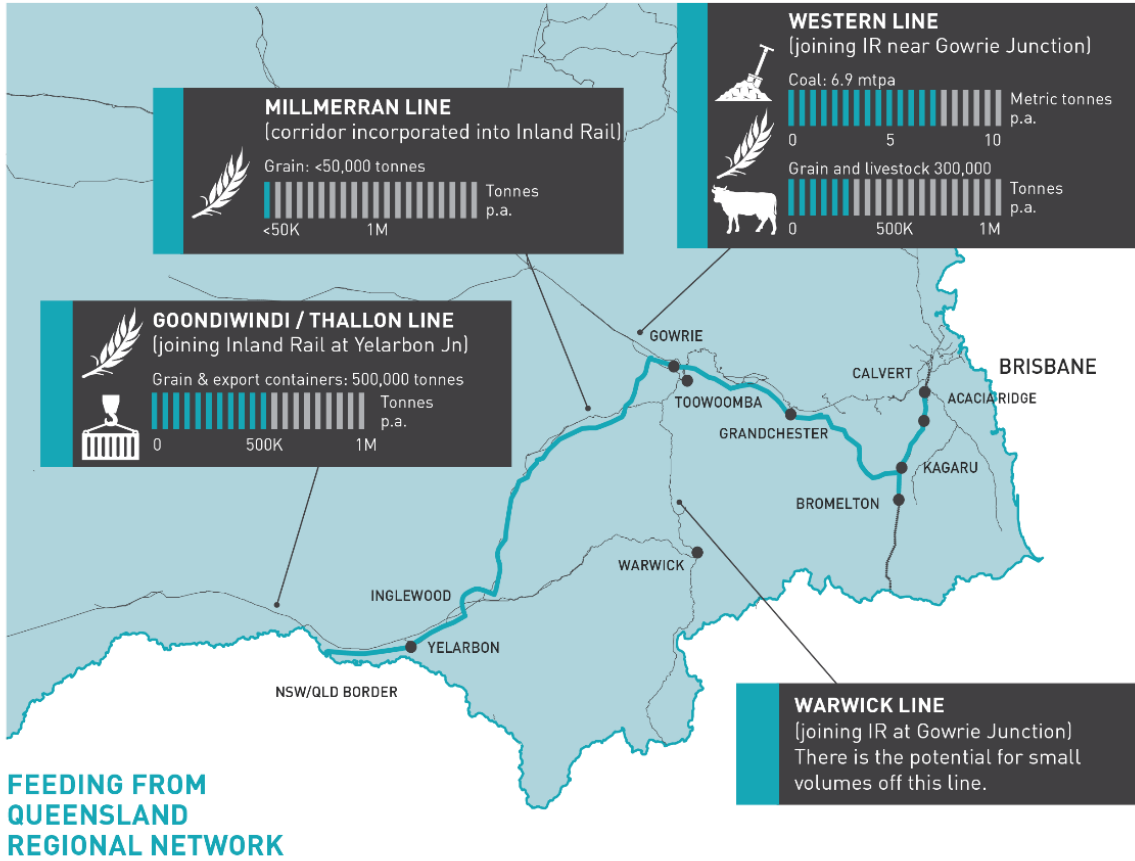


# POTENTIAL REGIONAL FREIGHT VOLUMES – NSW





# POTENTIAL REGIONAL FREIGHT VOLUMES – QLD



# POTENTIAL REGIONAL FREIGHT COST CHANGES



## P2N PILOT STUDY

Potential freight rate cost reductions averaging \$76p/t by changing from road to Inland Rail

# PARTNERING WITH THE PRIVATE SECTOR TO DELIVER REGIONAL BENEFITS

## GENERAL

- Intermodal/Terminals
- Workforce training and development
- New Business Ventures

## NEW BUSINESS VENTURES

- Quarries
- Water Supply
- Precast Concrete
- Bus Transport
- Crane Hire
- Containers and site offices
- Survey
- Plant and equipment maintenance

## P2N CURRENT

Construction contract \$300m+

- Ballast/capping supply \$17m
- Culverts \$13m
- Turnouts \$4m
- Concrete sleepers \$17.5m
- Steel rail \$18m



Culvert deliveries



**Unclipping the old rail**



**Base for new culverts**



Old rail taken away by train for reuse



Earthworks

# FREIGHT PRECINCTS OF THE FUTURE

Freight precincts with road/rail intermodals terminals.

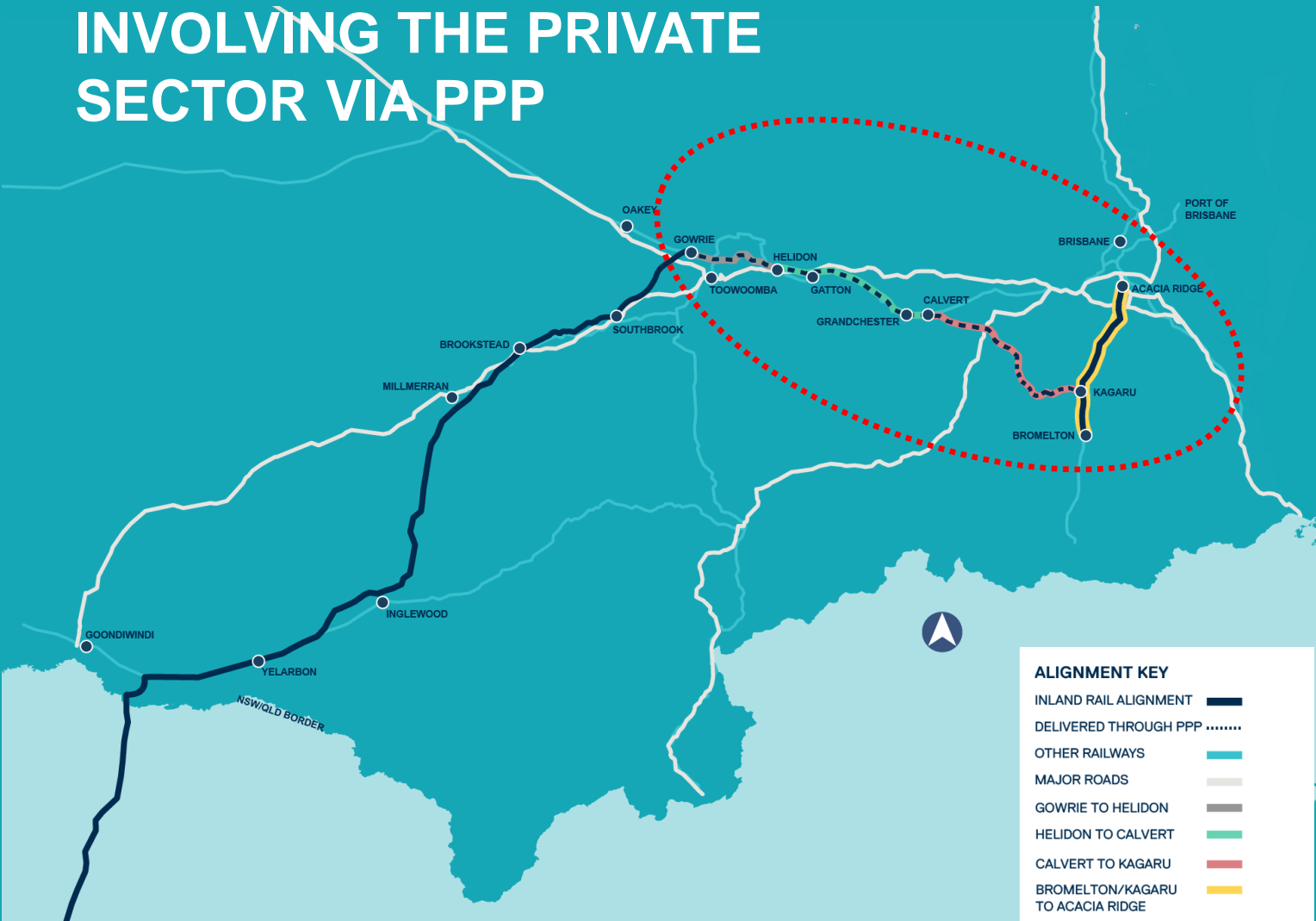
Likely to provide facilities for both Interstate and Import/Export container movements, facilitating port shuttles.

Co-located logistics and general freight activities provide for significant land uplift value capture, especially in metro areas.

Regional terminals scalable from modest volumes  
~ 10,000 TEU pa.



# INVOLVING THE PRIVATE SECTOR VIA PPP



The 126 km section from Toowoomba to Kagaru, including large scale tunneling, will be delivered through a Public Private Partnership (PPP).

Generally follows the protected Gowrie to Grandchester corridor and the Southern Freight Rail Corridor as per request of Queensland Government.



# PPP

Bringing innovation where it is needed most



# INLAND RAIL PROGRAM DELIVERY

	Project name	Project Status/EIS Environmental Assessment		Construction Start*	Forecast Construction Completion
		Exhibit	Approval Anticipated		
T2A	Tottenham to Albury	TBD	Q3 2019	Q1 2021	Q1 2025
A2I	Albury to Illabo	TBD	Q2 2021	Q4 2021	Q1 2024
I2S	Illabo to Stockinbingal	Q1 2020	Q4 2020	Q2 2021	Q2 2023
S2P	Stockinbingal to Parkes	TBD	Q4 2021	Q3 2020	Q3 2023
P2N	Parkes to Narromine	Q4 2017	6 Sep 2018	Dec 2018	Q4 2020
N2N	Narromine to Narrabri	Q2 2020	Q4 2020	Q4 2021	Q3 2025
N2NS	Narrabri to North Star	Q4 2017	Q4 2019	Q4 2019	Q1 2024
NS2B	North Star to Border	Q4 2019	Q3 2020	Q2 2021	Q4 2023
B2G	Border to Gowrie	Q4 2019	Q3 2020	Q4 2021	Q3 2025
G2H	Gowrie to Helidon	Q1 2020	Q4 2020	Q4 2021	Q3 2025
H2C	Helidon to Calvert	Q4 2019	Q3 2020	Q3 2021	Q1 2025
C2K	Calvert to Kagaru	Q4 2019	Q3 2020	Q3 2021	Q1 2025
K2ARB	Kagaru to Acacia Ridge & Bromelton	Q1 2021	Q4 2021	Q1 2023	Q4 2024
*Note the Quarters are in calendar years.					



# DELIVER GENERATIONAL LEGACIES

## INLAND RAIL SOCIAL PERFORMANCE PROGRAM AIM

ARTC recognises its responsibility to deliver and operate Inland Rail with the least social impact possible, while enhancing the benefits Inland Rail will deliver to the people of Australia at both a local and national scale



# RECAP: VICTORIA MAJOR BENEFITS

## Improved safety and sustainability for the community.

- Fewer heavy vehicle movements on the Hume Highway
  - Each 1800m double-stacked train on Inland Rail will replace 110 B Doubles
- Reduction in congestion and environmental costs
- Improved residential amenity flowing from diversion of freight from road to rail

# RECAP: VICTORIA MAJOR BENEFITS

## Improved safety and sustainability for the community.

- Safer structures where new road bridges will be delivered
  - Built to latest standards and address existing issues around blind spots and tie-ins to the road network at a number of locations
- Connecting people and businesses on the east coast to cities, regions and export ports
- Improving community linkages and connectivity
  - Works will see enhanced connectivity for pedestrians, cyclists and mobility scooter users



THANK YOU

# Victoria and the Inland Rail

**Mr Garry Button**  
*Freight Victoria*  
*Chief Executive*

# Victoria and the Inland Rail

Garry Button  
Chief Executive Officer  
Freight Victoria  
Department of Transport



Department  
of Transport



# Victorian Transport Portfolio

## DEPARTMENT / NETWORK MANAGERS



Department of Transport

TRANSPORT FOR VICTORIA

PUBLIC TRANSPORT VICTORIA **PT**

 vic roads

COMMERCIAL PASSENGER VEHICLES VICTORIA

## NETWORK OPERATORS



yarra trams

EastLink

CityLink

SkyBus

Bus Operators

Ferry Operators

## RAIL ASSETS & TELECOMMUNICATIONS

VicTrack

## SAFETY REGULATORS



TAC TRANSPORT ACCIDENT COMMISSION



Office of the Chief Investigator Transport Safety

## MAJOR TRANSPORT INFRASTRUCTURE AUTHORITY



LEVEL CROSSING REMOVAL PROJECT

WEST GATE TUNNEL PROJECT

MAJOR ROAD PROJECTS VICTORIA

NORTH EASTLINK

RAIL PROJECTS VICTORIA

## PORT AGENCIES \*

VICTORIAN PORTS MELBOURNE

PORT OF HASTINGS DEVELOPMENT AUTHORITY

Victorian Regional Channels Authority



Department of Transport

# Freight Victoria



Department of Transport



# Victorian Freight and Logistics Sector



**\$21 billion**  
contribution to GSP



**260,000**  
employed



**Near tripling**  
in freight volumes  
by 2050



## The Victorian Freight Plan

# Five priorities

1. Protect the freight network
2. Reduce the impact of urban congestion
3. Use our rail freight assets better
4. Look at the capacity of our ports
5. Encourage greater uptake of technology.



## Victoria and the Inland Rail

- Total freight volumes moving between Melbourne and Brisbane are forecast to double by 2050.
- More than 70 per cent of the containerised freight between Melbourne and Brisbane originates in Victoria.
- Inland Rail will reduce rail transit times between Melbourne and Brisbane from 34 to 24 hours.
- Inland Rail is estimated to reduce freight rates between Melbourne and Brisbane by an estimated \$28 to \$35 per tonne over the existing coastal rail route



# NORTH EAST LINE

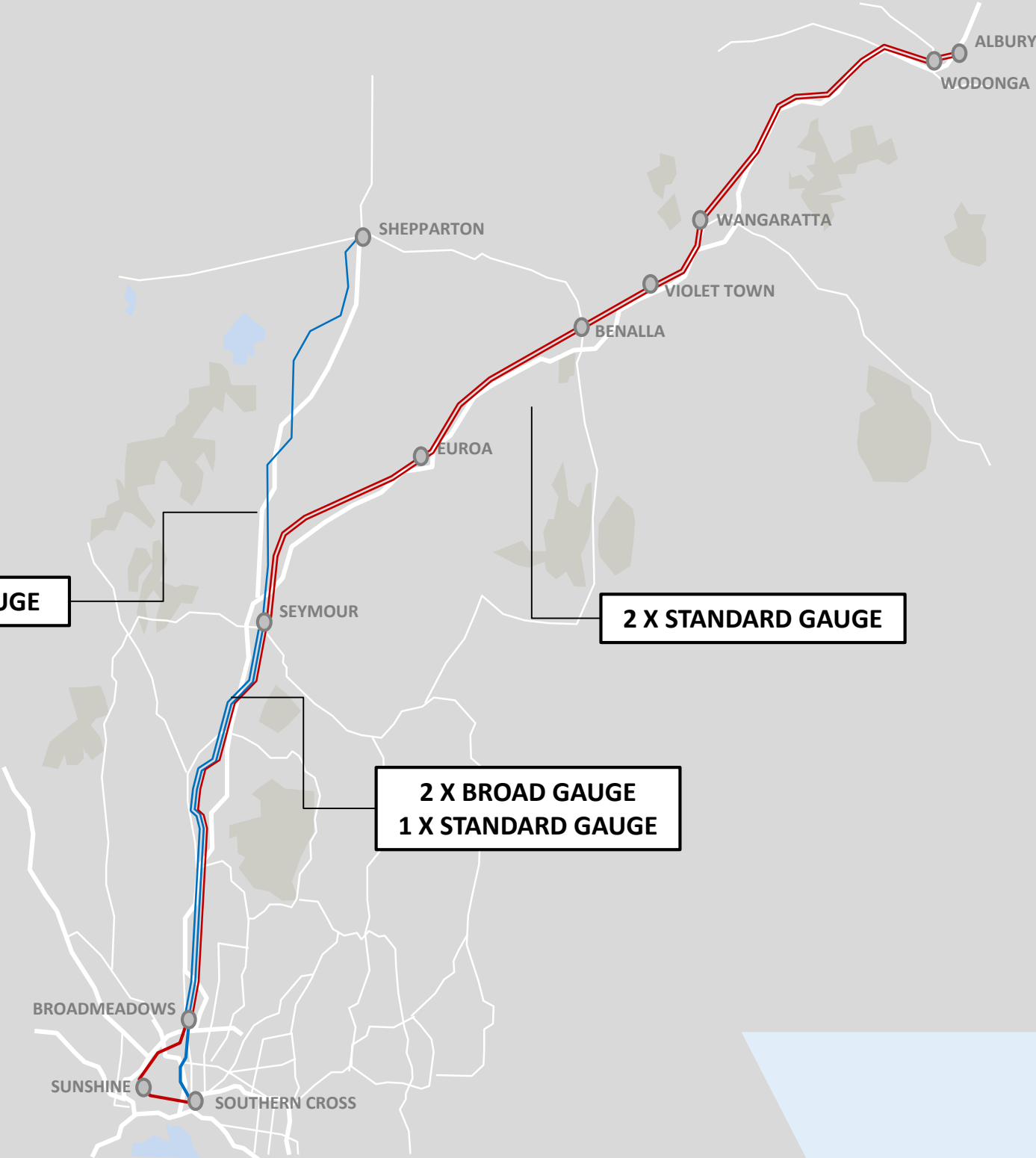
## RAIL GAUGES

-  BROAD-GAUGE TRACK
-  STANDARD-GAUGE TRACK


**1 X BROAD GAUGE**

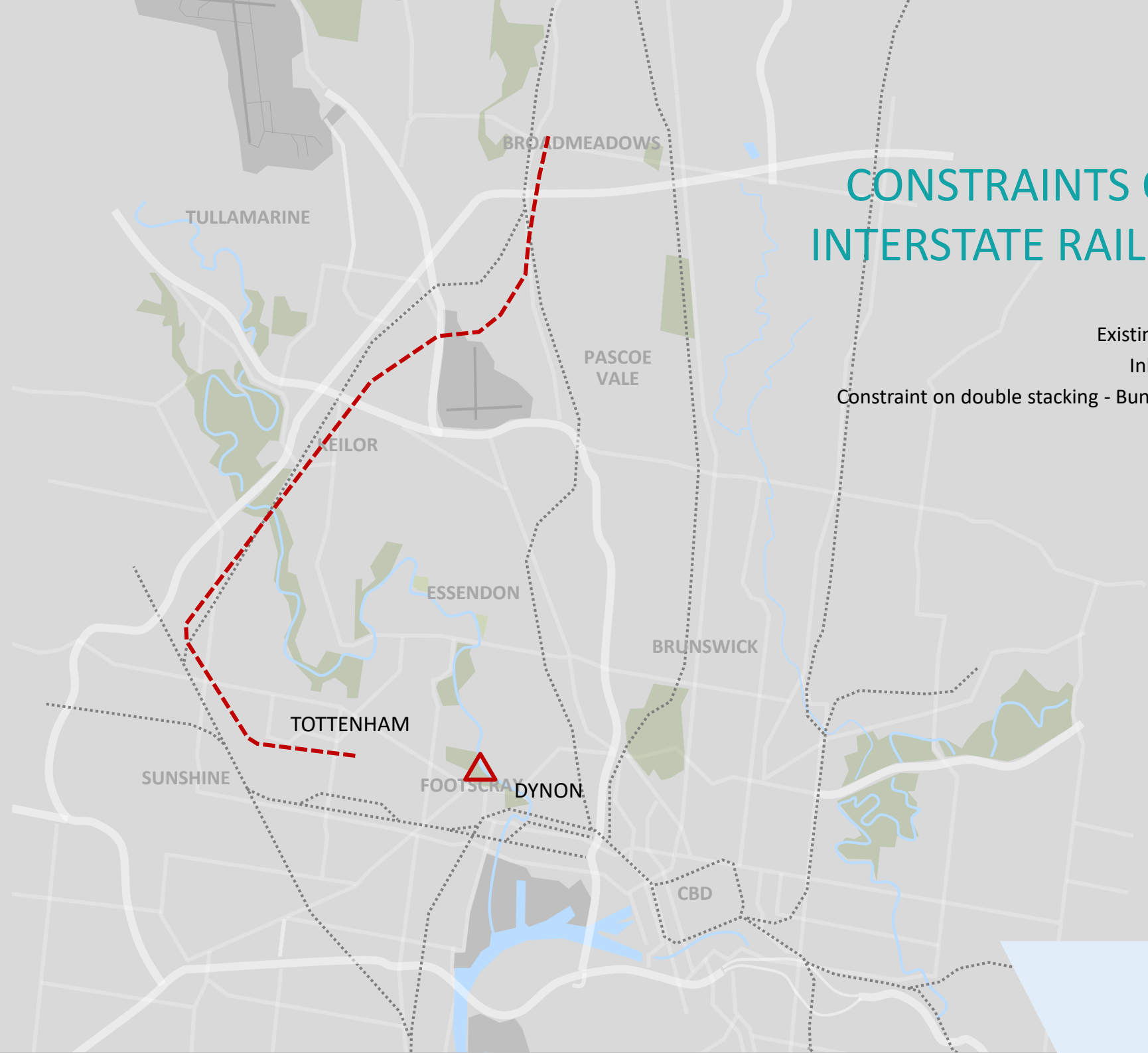
**2 X STANDARD GAUGE**

**2 X BROAD GAUGE  
1 X STANDARD GAUGE**



# CONSTRAINTS ON DYNON INTERSTATE RAIL TERMINAL

- Existing rail network ..... (dotted line)
- Inland Rail route - - - - (dashed red line)
- Constraint on double stacking - Bunbury St tunnel  (red triangle)



# TOTTENHAM RAIL YARDS





# PLANNED PUBLIC TRANSPORT PROJECTS IN THE INLAND RAIL CORRIDOR

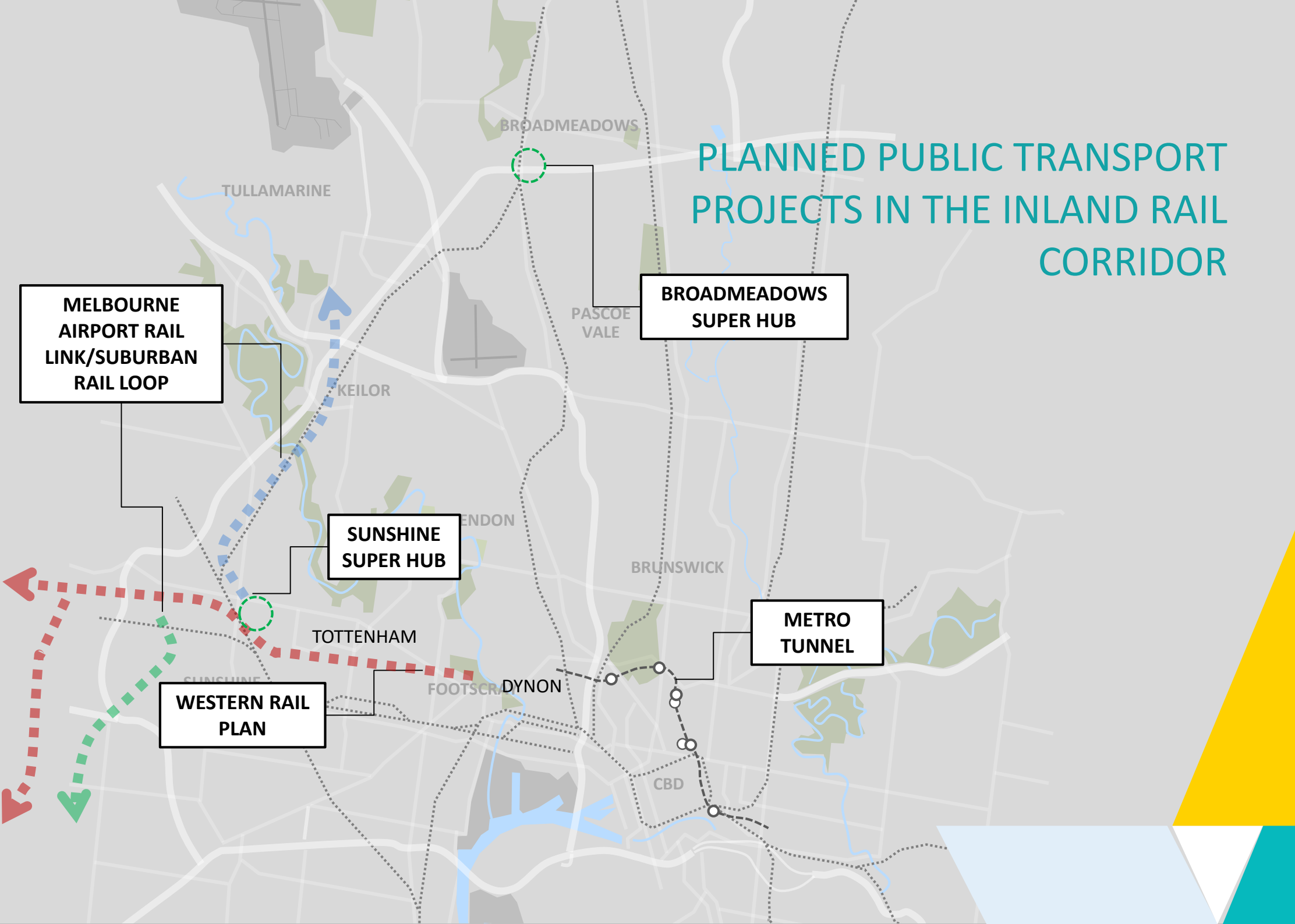
**MELBOURNE AIRPORT RAIL LINK/SUBURBAN RAIL LOOP**

**BROADMEADOWS SUPER HUB**

**SUNSHINE SUPER HUB**

**METRO TUNNEL**

**WESTERN RAIL PLAN**



# PROPOSED WESTERN INTERSTATE FREIGHT TERMINAL

● TRUGANINA

- Principal Freight Network – Rail
- Principal Freight Network – Road
- Existing intermodal terminal
- Proposed interstate freight terminal
- Potential connection
- New road connection
- New road and rail connection





BEVERIDGE

SOMERTON

TRUGANINA

ALTONA

SOUTH EAST

- Principal Freight Network – Rail .....
- Principal Freight Network – Road \_\_\_\_\_
- Existing intermodal terminal ●
- Proposed interstate freight terminal ●
- Potential connection ●

PORT RAIL SHUTTLE



Garry Button  
Chief Executive Officer  
Freight Victoria  
Department of Transport



“Luck is a matter of preparation  
meeting opportunity”

**Ms. Anna Wyllie**

*Parkes shire council*



*“Luck is a matter of preparation  
meeting opportunity”*

Lucius Annaeus Seneca

**Anna Wyllie**  
**Economic and Business Development Manager**  
**Parkes Shire Council**



**PARKES**

*It all adds up.* **PARKES**



PARKES SHIRE COUNCIL

# Quick Stats

- + Population 15,000
- + GRP current - \$917mill (2017) up 5.8%
- + Mining is the largest contributor to GRP
- + Unemployment March quarter 2018 – 5.26% (Australian Average 5.5%)
- + Medium House – approx \$250K\*



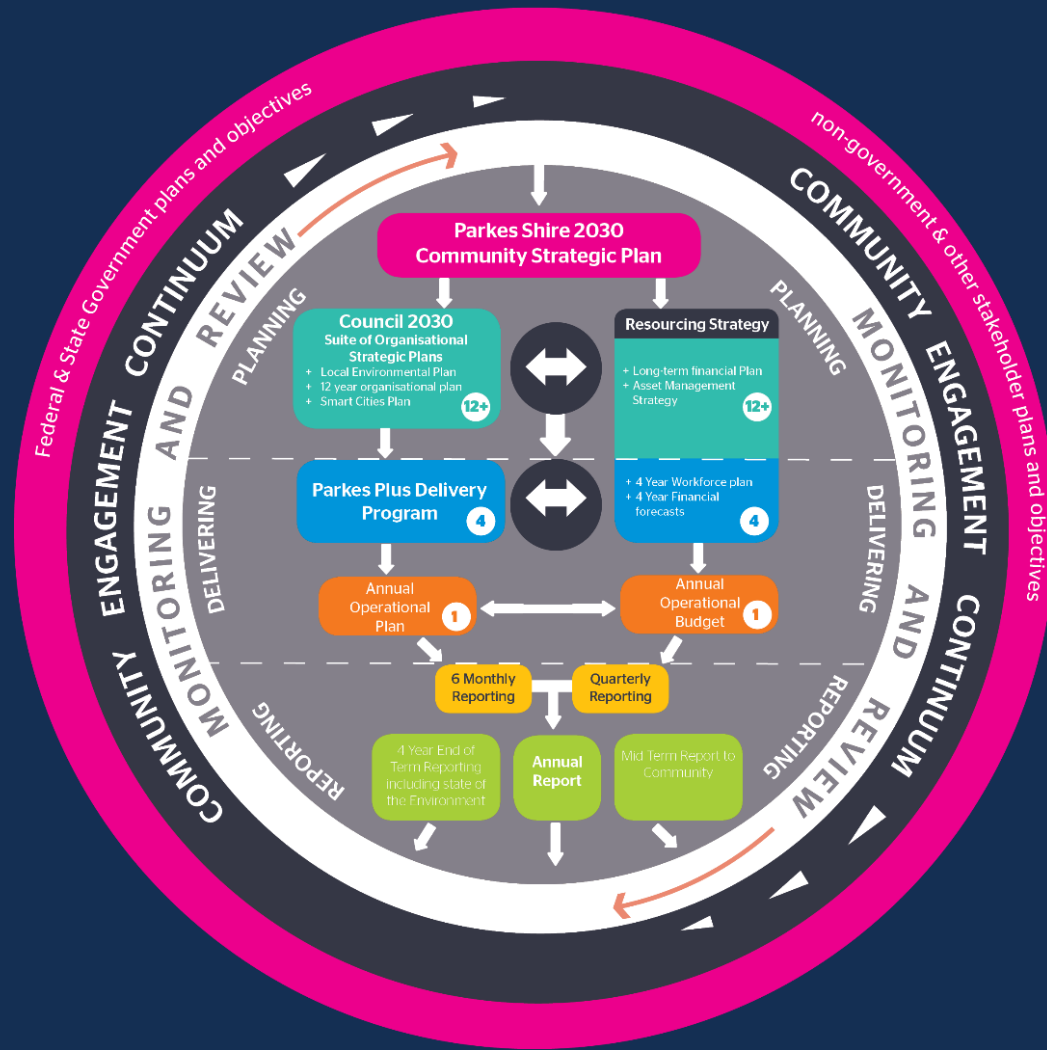
# As a Council we plan



We use Integrated Planning and Reporting (IP&R)

This is required under the Local Government Act, 1993  
Section 402

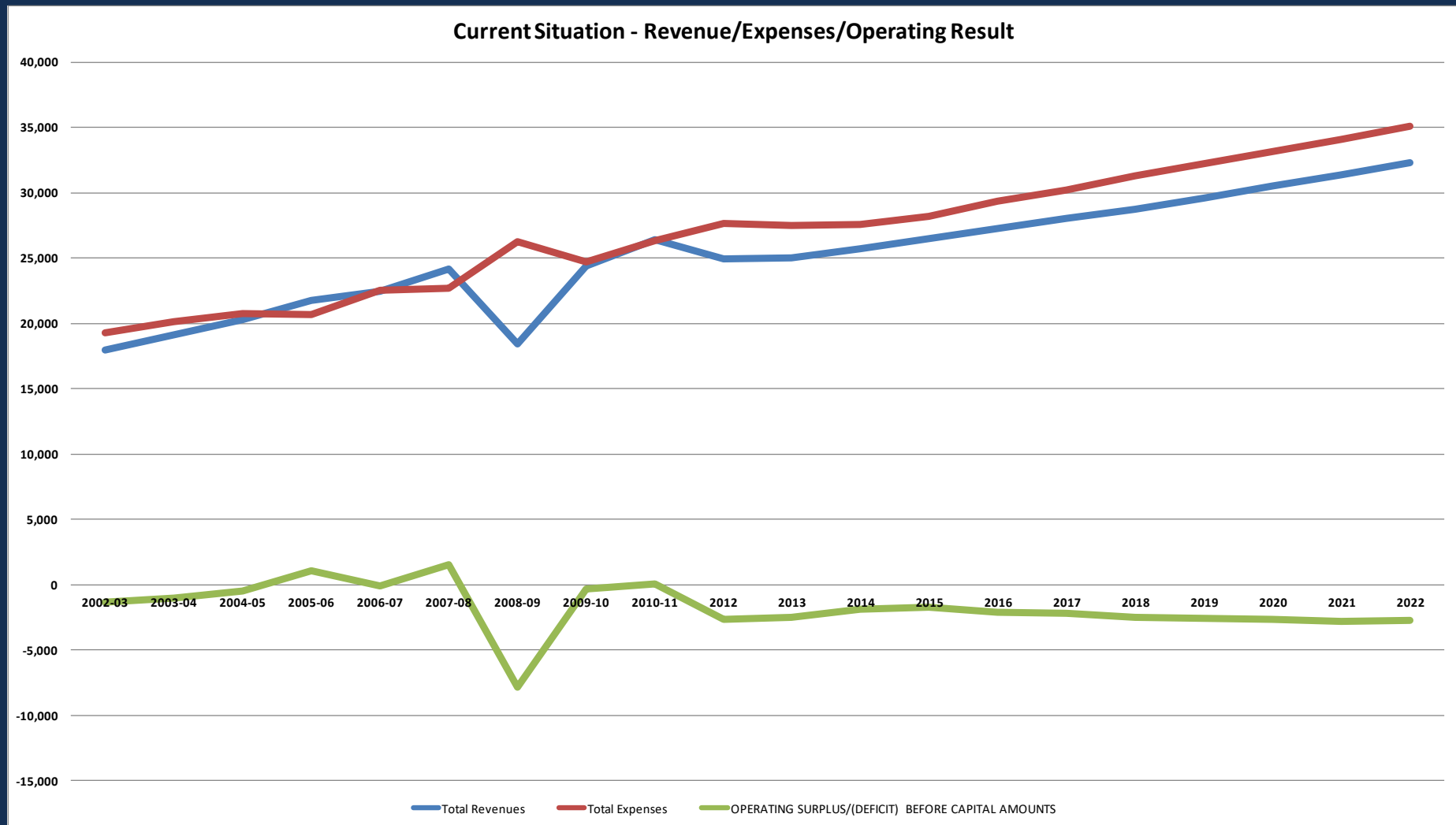
# We do this every 4 years and check in along the way



# Why do we plan?



# 2009 the picture wasn't pretty



# Community Vision



In 2030, Parkes Shire will be

*"A progressive and smart regional centre, embracing a national logistics hub, with vibrant communities, diverse opportunities, learning and healthy lifestyles"*

# How do we get there?



By strategic planning for the Parkes Shire across  
**8 FUTURE DIRECTIONS:**

1. Develop Lifelong Learning Opportunities
2. Improve Health & Wellbeing
3. Promote, Support & Grow our Communities
4. Grow & Diversify the Economic Base
5. Develop Parkes as a National Logistics Hub
6. Enhance Recreation & Culture
7. Care for the Environment in a Changing Climate
8. Maintain & Improve the Shire's Assets & Infrastructure



*It all adds up.* **PARKES**



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WHAT COUNCIL CAN DO

3 TERM ORG PLAN

LONG TERM FINANCIAL PLAN

ASSET MANAGEMENT STRATEGY

**PARKES PLUS DELIVERY PROGRAM**

**TRANSPORT +**

**ENVIRONMENT +**

**ACTIVITY +**

**ECONOMY +**

**COMMUNITY +**

**H2O +**

*It all adds up.*

**PARKES+**



PARKES SHIRE COUNCIL

# OUR PLANNING FRAMEWORK



*It all adds up.*

**PARKES**



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So then what do we do?



# Master Plan Everything

- + Sporting Fields Master Plans
- + Airport Master Plan
- + CBD Vibrancy Master Plan
- + Destination Management Plan
- + Swimming Pool Master Plan
- + Shovel Ready Subdivision Plan
- + Library Master Plan
- + Visitor Centre Master Plan
- + National Logistic Hub

# Community Engagement in Master Planning Vital





## \$400K co-funding contribution

\$29.3M Parkes  
\$4.83M Trundle  
\$780K Peak Hill  
\$55K Tullamore  
\$17K Bogan Gate

**\$35.5M**  
SUCCESSFUL GRANTS



**167** community groups assisted with funding applications  
**300** attendees to grant writing workshops and presentations



**711** Grant submissions lodged

**412** Successful grant submissions



**Recent BIG WINS**

- \$4.2M CBD Vibrancy Projects
- \$9M Recycled Water Ring Main
- \$2.2 Library Expansion
- \$500K Berryman Oval
- \$3M Airport Upgrades
- \$227K CCTV upgrades



**58%** AVG SUCCESS RATE

**178:1 ROI**

88:1 based on total combined investment from NPM & PSC

# Be Ready for Grant Opportunities

*It all adds up.*

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# Airport Development

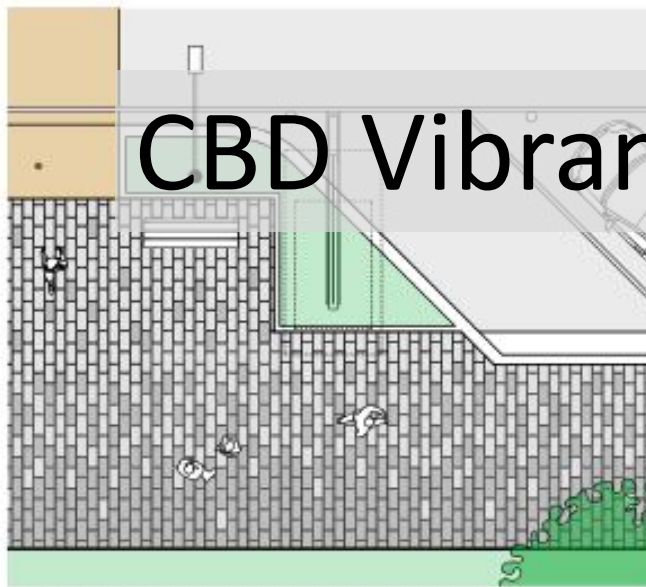


# Water Security Projects

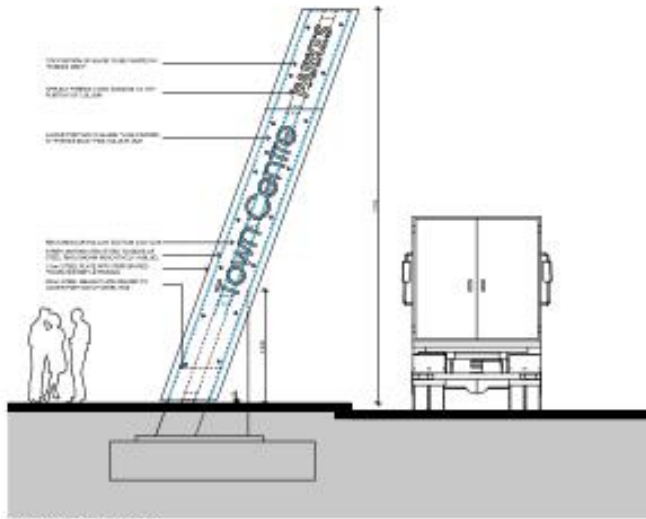




# CBD Vibrancy Master Plan



ENTRY STORAGE - TOP VIEW  
Scale 1:100



ENTRY STORAGE - ELEVATION  
Scale 1:100



KING + CAMPBELL

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CONCEPT DEVELOPMENT - TOWN CENTRE SIGN  
CLARINDA STREET (SOUTH)  
MAY 2017

**PARKES** *It all adds up.*

*It all adds up.*

**PARKES**



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# Library Revamp + CUC



# Clean Teq – Sunshine Mine



# Newell Highway Bypass



*It all adds up.*

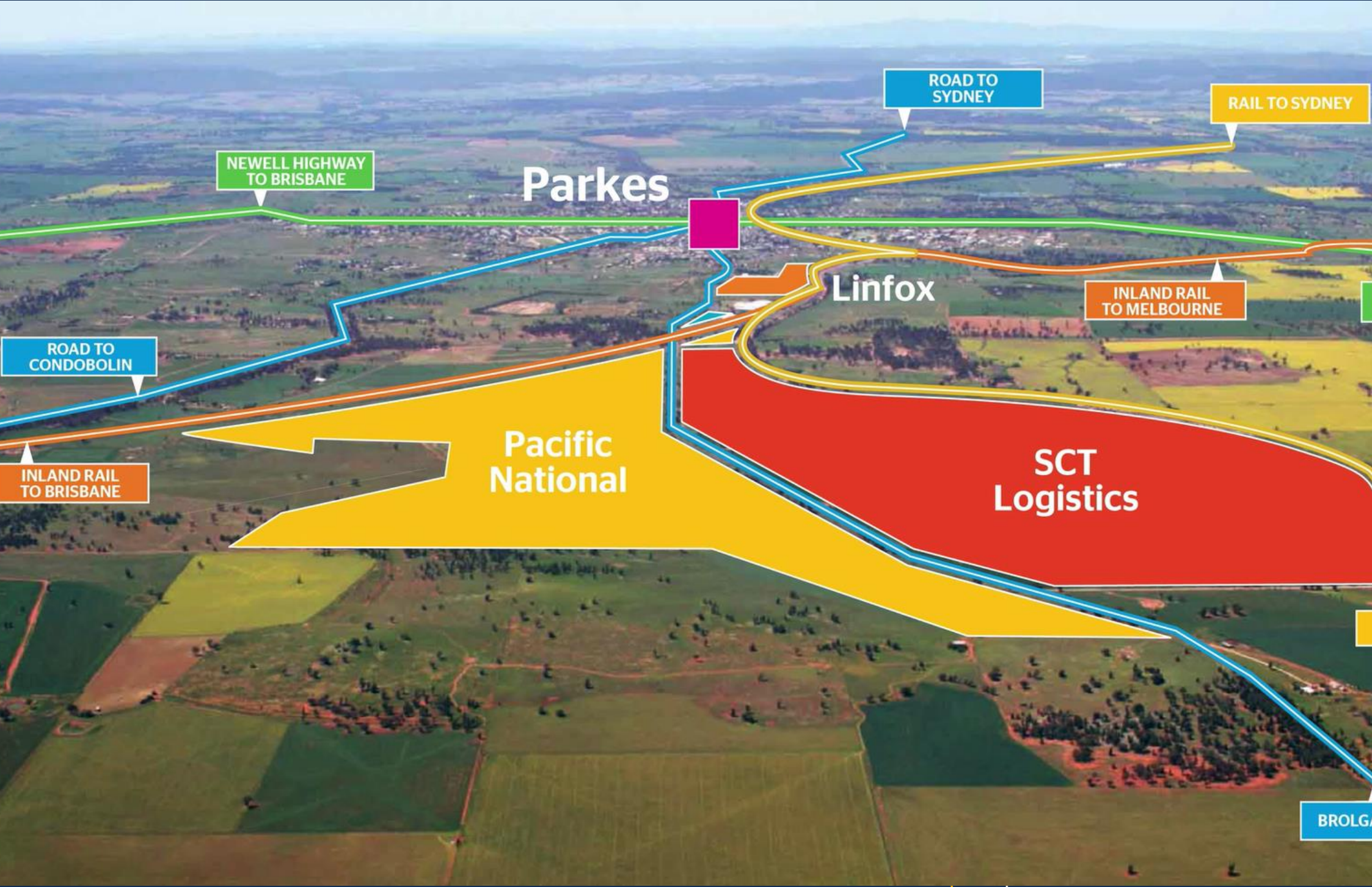
**PARKES**



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# National Logistic Hub





NEWELL HIGHWAY  
TO BRISBANE

Parkes

ROAD TO  
SYDNEY

RAIL TO SYDNEY

ROAD TO  
CONDOBOLIN

Linfox

INLAND RAIL  
TO MELBOURNE

INLAND RAIL  
TO BRISBANE

Pacific  
National

SCT  
Logistics

BROLG

*It all adds up.*

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# Pacific National



# Inland Rail – Parkes to Narromine



*It all adds up.*

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# The Centre of Australia's Transport Future



Fly to Sydney  
in 45 min



B double +  
B triple



Double stack  
west



Access major  
ports



Reach 80% pop  
overnight



Crossroads  
of the Nation



Pacific National  
SCT & Linfox



Proactive  
Council

*It all adds up.*

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# Expansion of the Parques National Logistic Hub

**PARKES**  
National Logistics



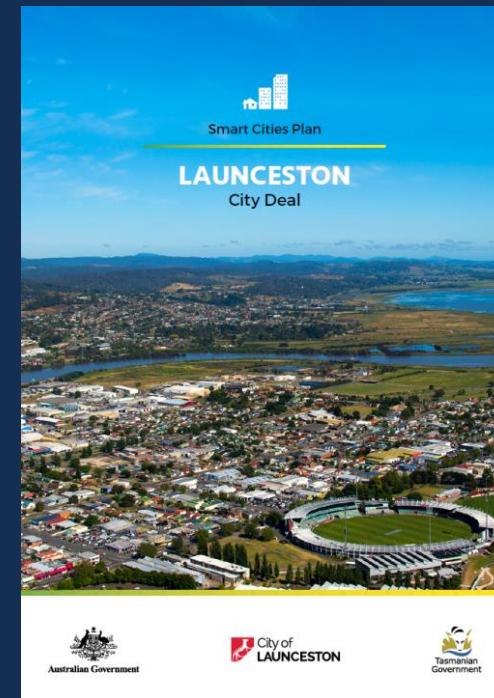
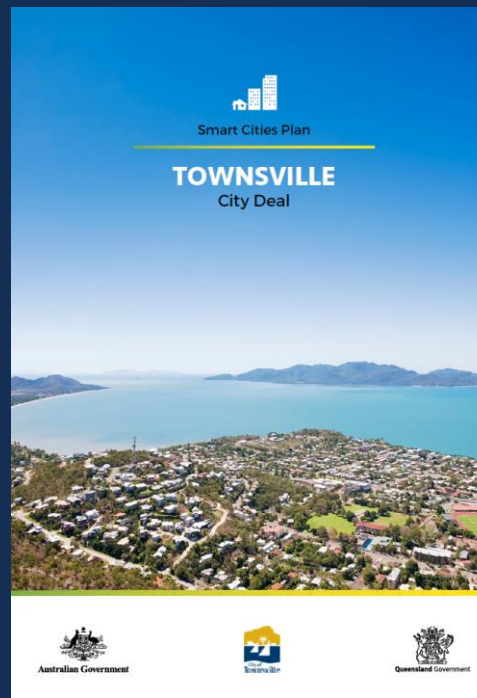
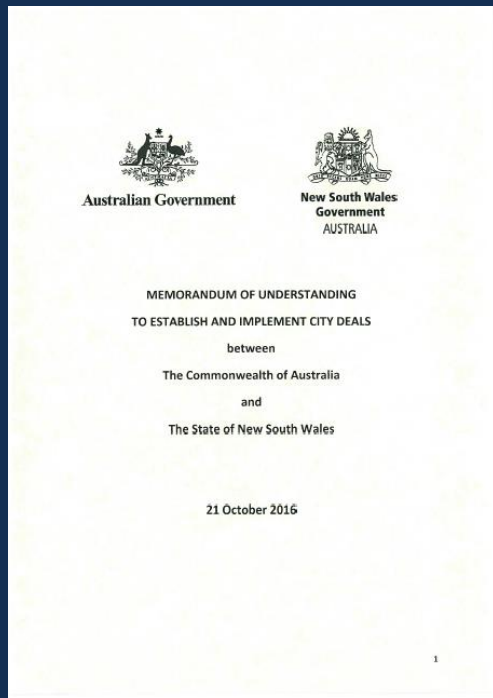
*It all adds up.*

**PARKES**



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# Parkes + City Deal



*It all adds up.*

**PARKES**

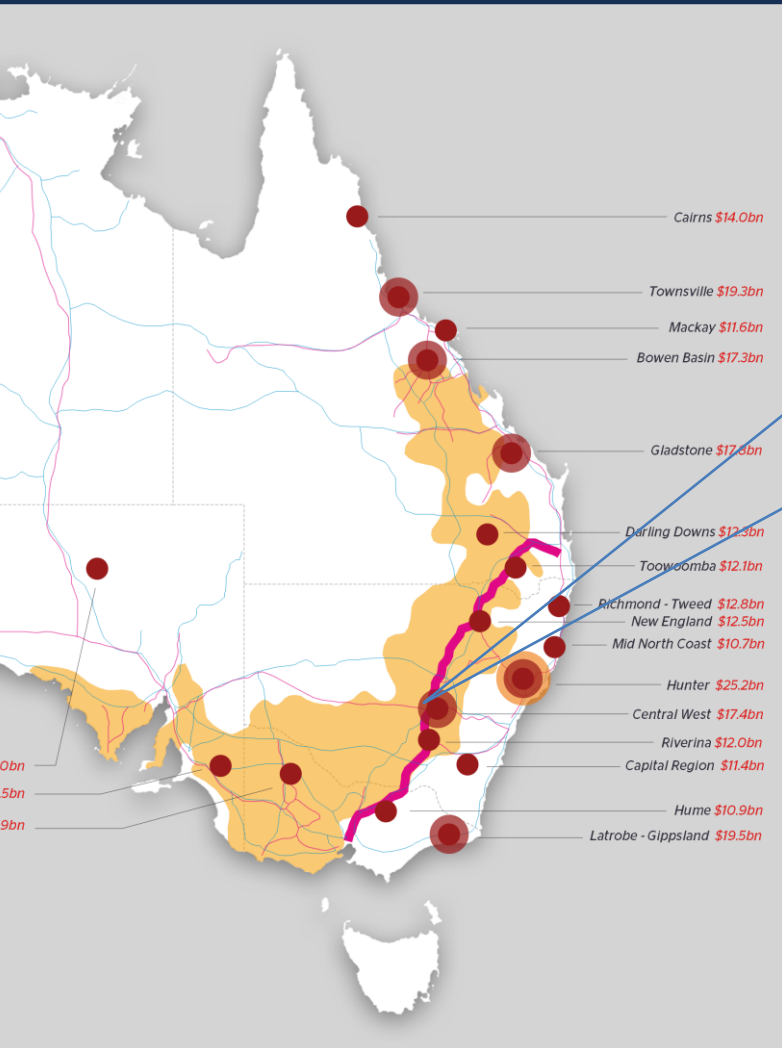


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# Principles for Collaboration

- + Provide an **ambitious** plan to generate economic growth...
- + Priorities local needs with a context of **nationally significant reform**, including actions that drive productivity and competition.
- + Take a **long-term** approach to achieve **transformative change** ...
- + Identify the '**game-changers**' and catalyst actions that will deliver a **step-change** in growth outcomes and then priorities delivery.
- + Deliver action and **reform that are additional to governments' usual operations**.

# Infrastructure Australia – 15 Year Plan



➤ Current Central West GRP - \$9.4billion

➤ Predicted to rise to \$17.4 billion by 2031

*“States and territories should develop long-term plans and coordinate public and private investments to support fast-growing regional hubs to be as productive as possible”*  
Infrastructure Australia

It all adds up.

**PARKES**



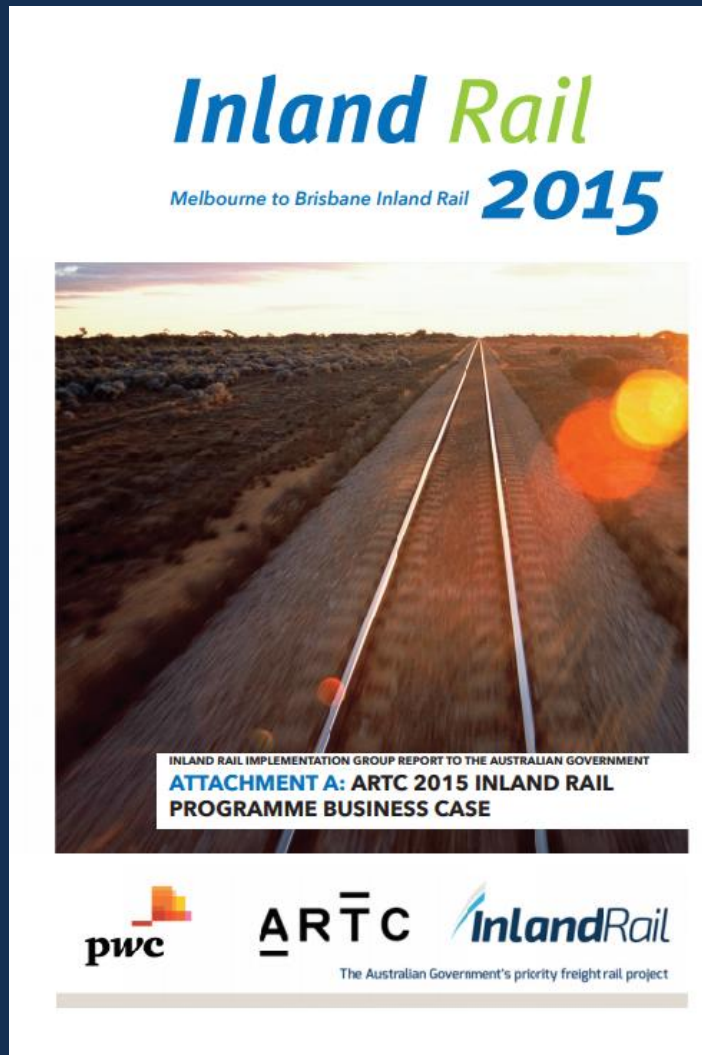
PARKES SHIRE COUNCIL

# ARTC Inland Rail Business Case



Terminal investment is likely to be private funding based on acceptable commercial terms and returns, however the role of government requires further consideration, including:

- + Metropolitan terminals may require governments to play a role in facilitating third party access (to promote above rail competition) and land-use planning (to facilitate the optimal location of terminals).
- + Regional terminals are likely to be market led, with potential for government facilitation of third party access to enable Parkes to fulfil its crucial role in the national freight network with both north–south and east–west distribution.
- + Terminals are critical to realising the ultimate benefits of investment of Inland Rail.



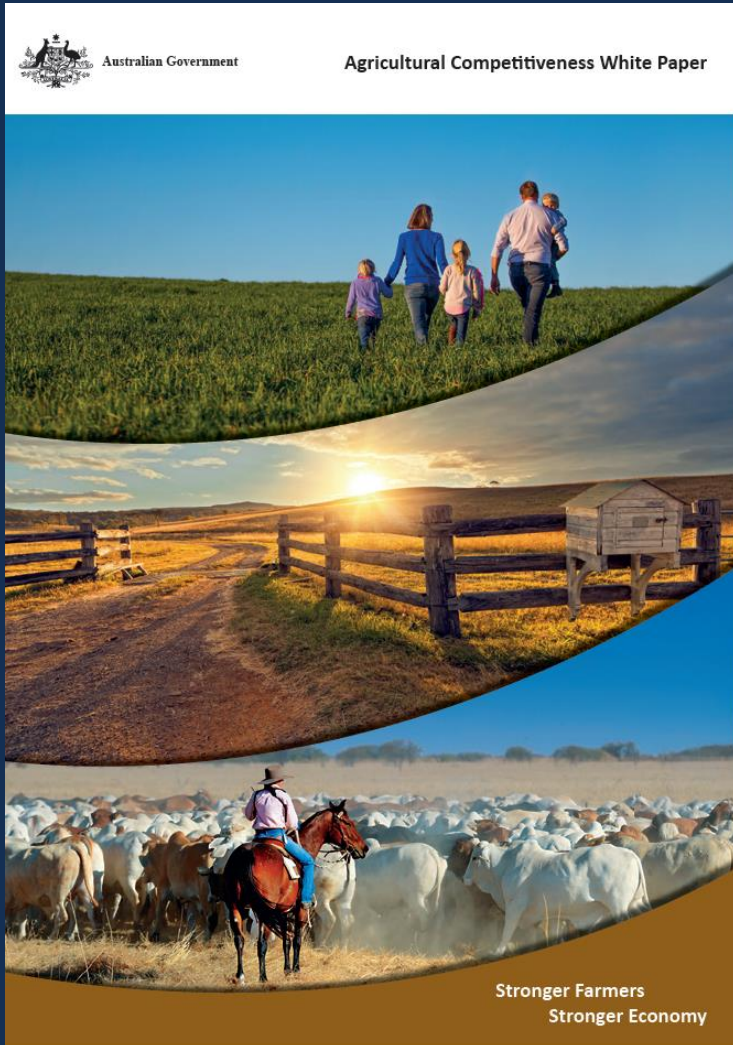
*It all adds up.*

**PARKES**



PARKES SHIRE COUNCIL

# Agriculture Competitiveness White Paper



- + A Fair go for farm businesses
- + Building the infrastructure for the 21<sup>st</sup> Century
- + Farming Smarter
- + Accessing premium markets
- + Strengthening our approach to drought and risk management
- + Stronger farmer = Stronger Economy

*It all adds up.*

**PARKES**



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# Agriculture Competitiveness White Paper



*“Australian producers have a premium product to offer. With the right supply chain and product differentiation, a premium product gets a premium price. WE may never be the food bowl for all of Asia but we do have the opportunity to be its favourite delicatessen”*

*It all adds up.*

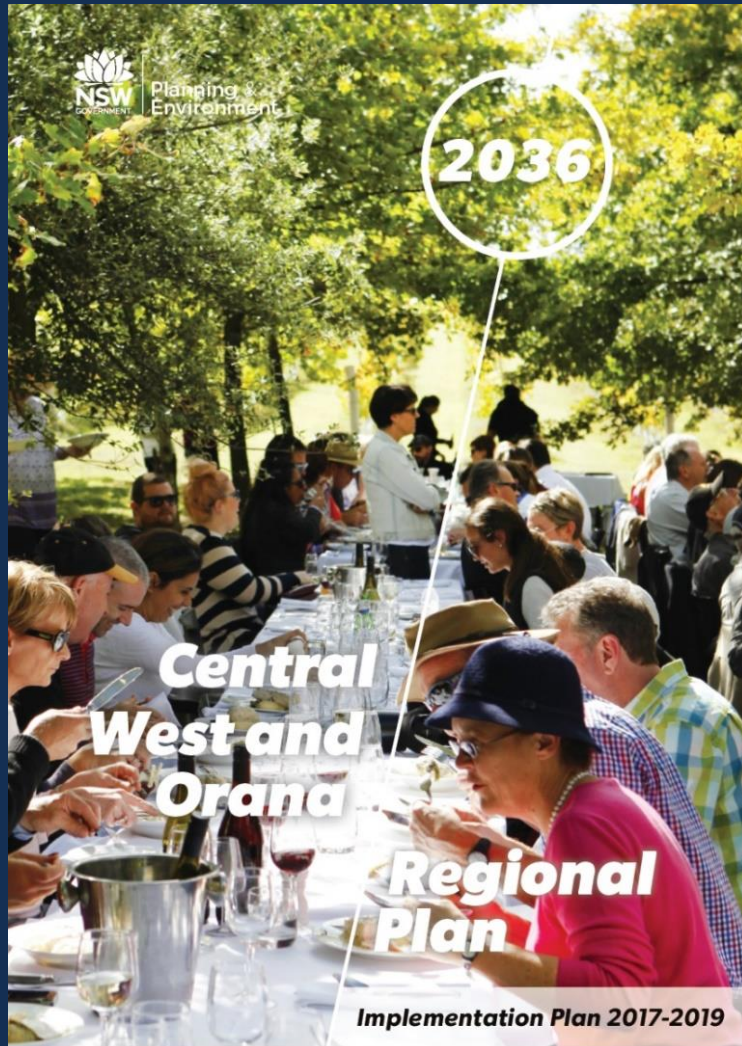
**PARKES**



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# Central West & Orana Regional Plan 2036



- + identifies emerging **opportunities** for **agriculture**
- + Build on **existing** work to identify the **regional freight** network
- + Enhance the operation of **freight** and logistics facilities by **limiting** the **encroachment** of incompatible and sensitive land uses in local environmental plans
- + Locate freight and logistics facilities to **capitalise on connections** to **external markets**, maximise the use of existing infrastructure and support future industrial development.
- + Work with the **Australian Government** and local councils as the Melbourne to Brisbane Inland Rail progresses.

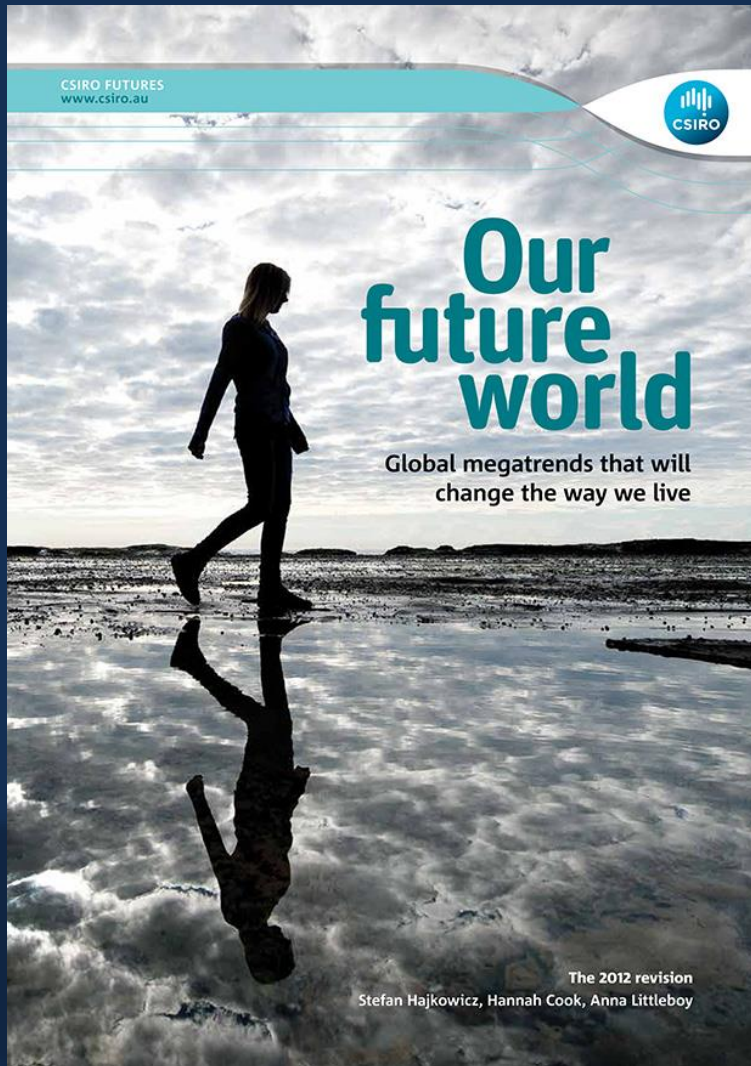
*It all adds up.*

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# Megatrends in Australia



## 1. More from less

Increasing demands for limited resources

## 2. Going, going...gone

Protection of biodiversity and the global climate

## 3. The silk highway

Rapid economic growth

## 4. Forever young

An aging population and changing patterns

## 5. Virtually here

Digital technology

## 6. Great expectations

Imperative of innovation

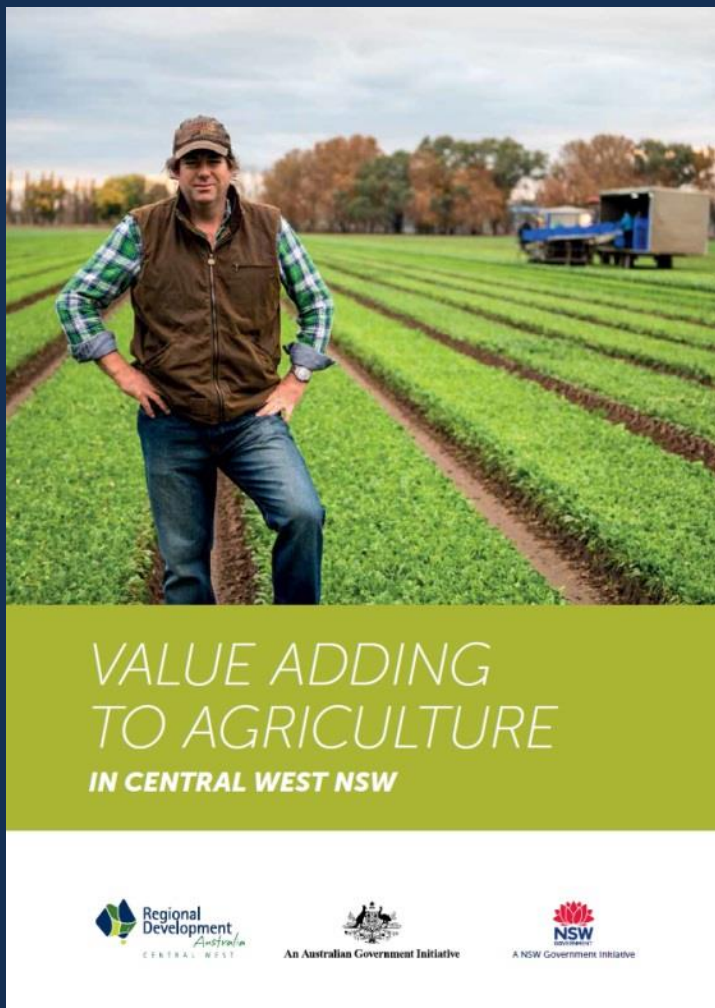
*It all adds up.*

**PARKES**



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# RDA – Value adding to Agriculture in Central West NSW



- + The Central West currently exports 65% of its agricultural production in commodity form.
- + This shows that despite the number and variety of agribusinesses and food enterprises, the majority of wheat, livestock and horticultural products currently leave the region without additional value adding.

*It all adds up.*

**PARKES**



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# Summary...



The region is rich in produce (Most diverse in NSW)

The produce is seen as **CLEAN, SAFE AND GREEN**

There is currently limited Value-adding to Agricultural produce

Megatrends create great opportunity for Australian Agriculture

The Parkes National Logistics HUB is identified by ARTC as Nationally Significant

There is commonality with Strategic Plans for Agriculture...

- + Development regulation/approvals need to be reduced/streamlined
- + Efficient Transport and communications are critical
- + Innovative Technology & research will change Agriculture
- + Land use conflict is a major inhibitor for developments
- + We need to “create” opportunities for Value-add
- + Logistics need to be simple & technology is rapidly helping
- + There is large amounts of data but limited holistic analysis
- + Increasing returns at Farm Gate is important



But there is a problem.....





# Parques' response to National & State Strategies, Megatrends addressing market failures



Transcontinental  
Railway to Perth

Australian  
Government's \$9b  
investment in the  
Melbourne – Brisbane  
Inland Railway

Railway to Melbourne  
or Sydney via  
Goulburn

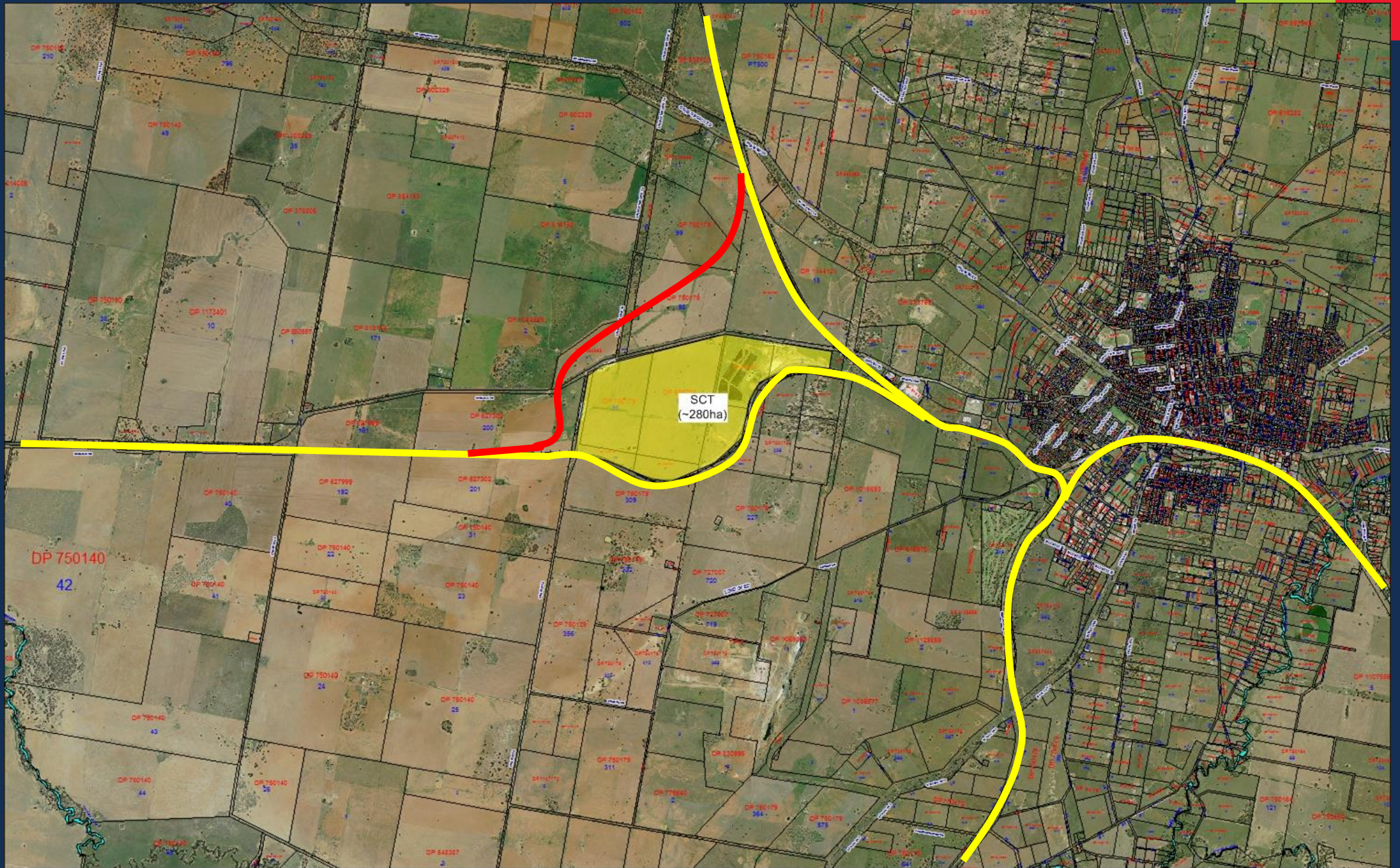
Railway to  
Sydney

*It all adds up.*

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*It all adds up.* **PARKES**



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# Parkes National Logistics HUB



*It all adds up.* **PARKES**



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# Concept #1



For the Parkes National Logistics HUB  
to be an Extended Gate (Dry Port) of  
choice for sea Ports

What is an “Extended Gate” (Dry Port)???

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National Logistics



# Extended Gate (Dry Port) City Deal Concept #1



# Extended Gate (Dry Port) City Deal Concept #1



## The Parkes National Logistics HUB

- + Extended gate - connects the region to the world
- + The HUB will have 2 major national scale Logistics companies
- + Ideal for export of produce, warehousing, national fuel distribution, container storage...etc etc

# Extended Gate (Dry Port) City Deal Concept #1



*“But does it enable large scale value-adding enterprises to capitalise on Indo-Asian demand” – for example an abattoir???*

*It all adds up.*

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# Concept #2





To create  
A National Enterprise Enabling Zone  
Special Activation Precinct

Why?... & What is it?





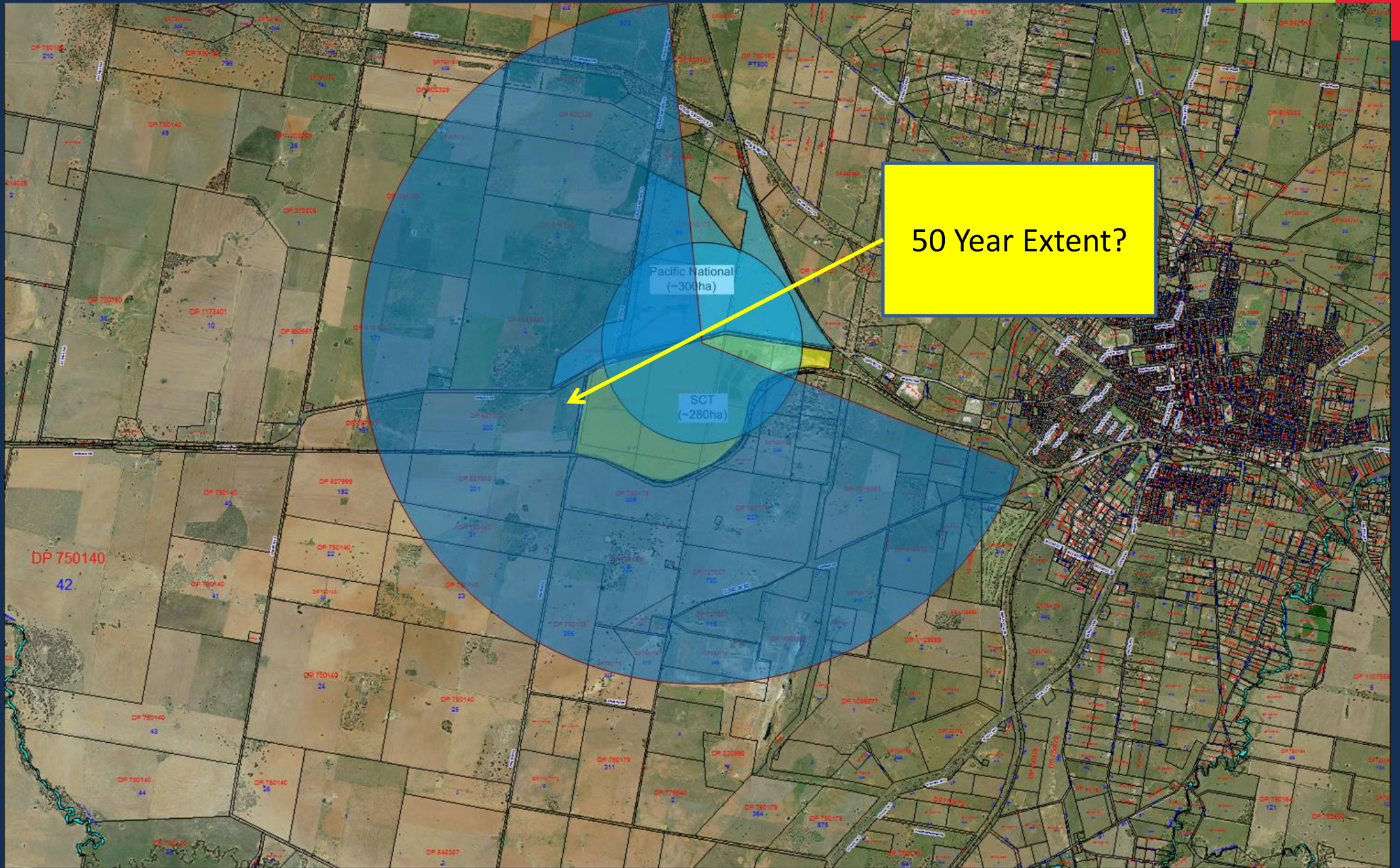
# NSW DPI Guidelines

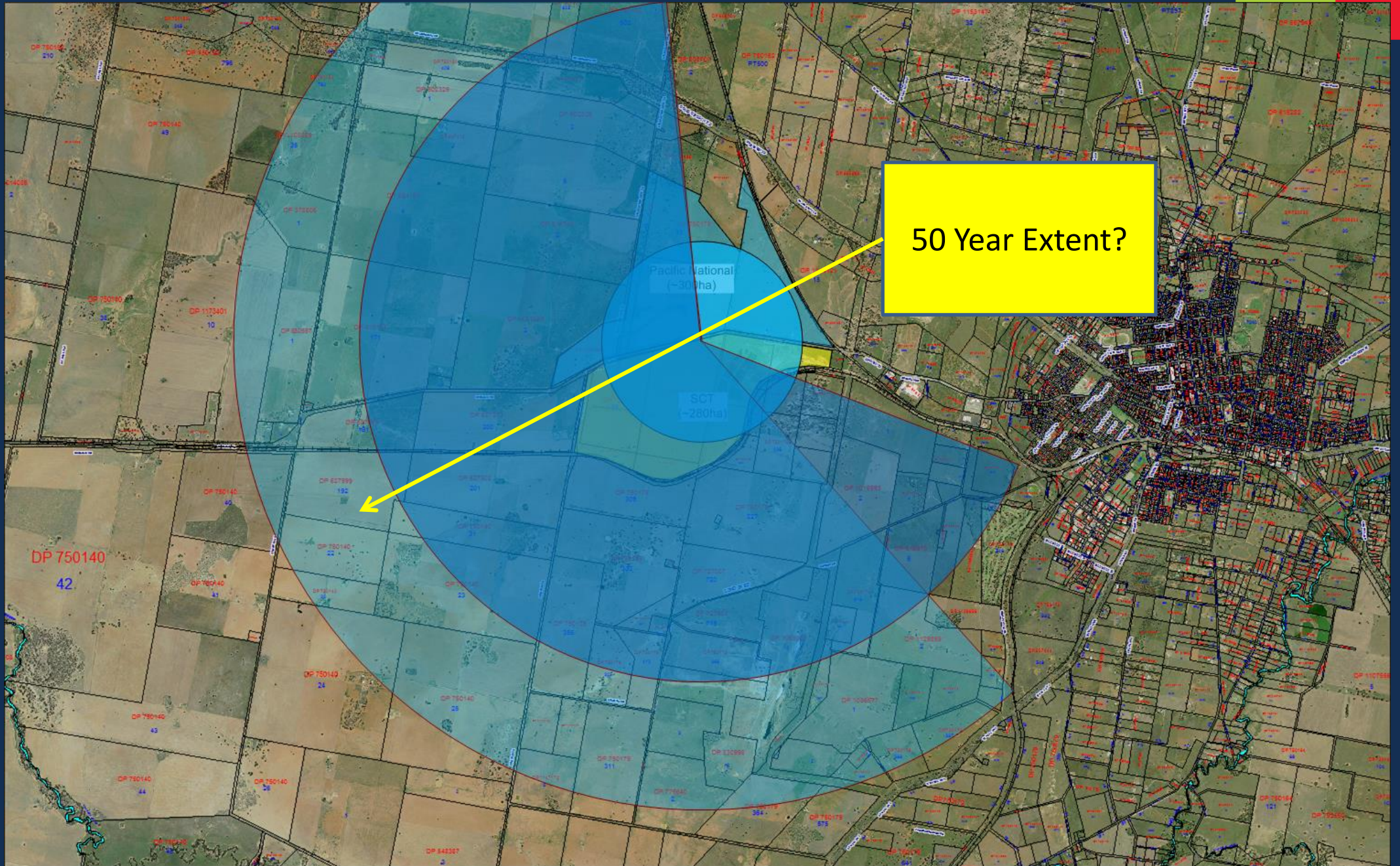


	Residential areas & urban development	Rural dwellings	Education facilities & pre-schools	Rural tourist accommodation	Watercourses & wetlands	Bores & wells	Potable water supply/ catchment	Property boundary	Roads																														
Poultry <sup>3</sup> Sheds & waste storage	1000	500	1000	500	100	SSD	800	100	100																														
Waste utilisation area	500	250	250	250	100	SSD	800	20	20																														
<small> <table border="1"> <tr> <td>Waste utilisation area</td> <td>500</td> <td>250</td> <td>250</td> <td>250</td> <td>100</td> <td>SSD</td> <td>800</td> <td>20</td> <td>20</td> </tr> <tr> <td>Dairies<sup>4</sup> Sheds &amp; waste storage</td> <td>500</td> <td>250</td> <td>250</td> <td>250</td> <td>100</td> <td>SSD</td> <td>800</td> <td>100</td> <td>100</td> </tr> <tr> <td>Waste utilisation area</td> <td>500</td> <td>250</td> <td>250</td> <td>250</td> <td>100</td> <td>SSD</td> <td>800</td> <td>20</td> <td>20</td> </tr> </table> </small>										Waste utilisation area	500	250	250	250	100	SSD	800	20	20	Dairies <sup>4</sup> Sheds & waste storage	500	250	250	250	100	SSD	800	100	100	Waste utilisation area	500	250	250	250	100	SSD	800	20	20
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Rural industries (incl. feed mills and sawmills)	1000	500	500	500	50	SSD	SSD	SSD	50																														
<small> <table border="1"> <tr> <td>Forestry &amp; plantations</td> <td>SSD</td> <td>SSD</td> <td>SSD</td> <td>SSD</td> <td>SSD</td> <td>SSD</td> <td>BMP</td> <td>SSD</td> <td>SSD</td> </tr> <tr> <td>Bananas</td> <td>150</td> <td>150</td> <td>150</td> <td>150</td> <td>BMP</td> <td>SSD</td> <td>BMP</td> <td>BMP</td> <td>BMP</td> </tr> <tr> <td>Turf farms<sup>5</sup></td> <td>300</td> <td>200</td> <td>200</td> <td>200</td> <td>50</td> <td>SSD</td> <td>SSD</td> <td>BMP</td> <td>SSD</td> </tr> </table> </small>										Forestry & plantations	SSD	SSD	SSD	SSD	SSD	SSD	BMP	SSD	SSD	Bananas	150	150	150	150	BMP	SSD	BMP	BMP	BMP	Turf farms <sup>5</sup>	300	200	200	200	50	SSD	SSD	BMP	SSD
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Abattoirs	1000	1000	1000	1000	100	SSD	800	100	100																														
<small> </small>																																							
Mining, petroleum, production & extractive industries	500	500	500	500	SSD	SSD	SSD	SSD	SSD																														
	1000 <sup>6</sup>	1000 <sup>6</sup>	1000 <sup>6</sup>	1000 <sup>6</sup>																																			

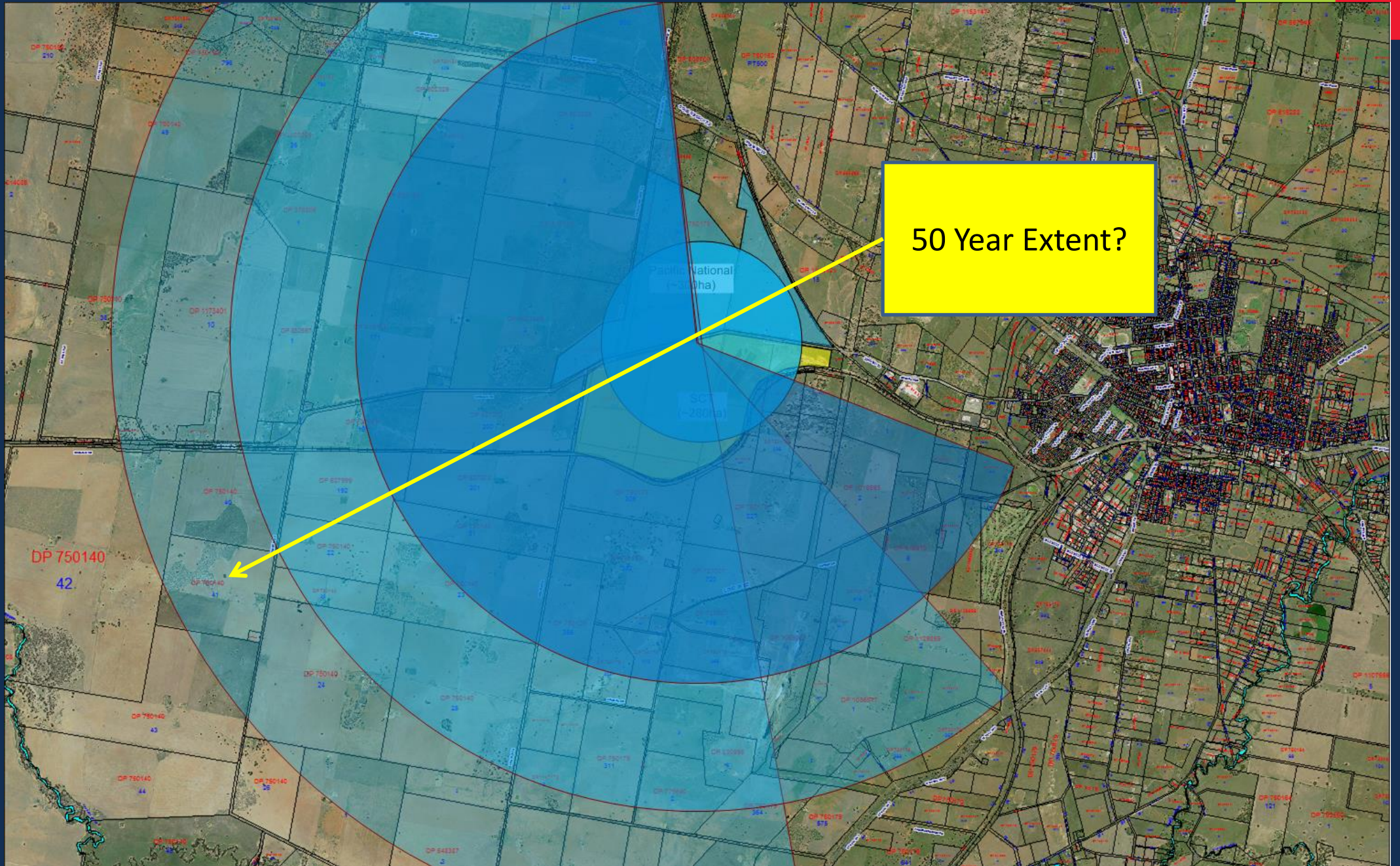
State development area	Year declared	Area*/length	Purpose and benefits
<b>SDAs for industrial hubs</b>			
<b>Abbot Point SDA</b>	2008	16 885 ha	<ul style="list-style-type: none"> <li>• Large-scale and large-footprint industrial development and complementary industrial and infrastructure facilities</li> <li>• Easy access to the Port of Abbot Point, national road network and rail services</li> <li>• Considerable distance from urban areas</li> </ul>
<b>Bromelton SDA</b>	2008	15 610 ha	<ul style="list-style-type: none"> <li>• Large-scale and large-footprint industrial development (particularly freight and logistics operations)</li> <li>• Direct access to the dual-gauge rail network (standard and narrow gauge), providing connections to other states and territories and areas of Queensland</li> </ul>
<b>Bundaberg SDA</b>	2017	6076 ha	<ul style="list-style-type: none"> <li>• Port-related development and complementary large-scale industrial and infrastructure facilities</li> <li>• Easy access to the Port of Bundaberg and proximity to other key infrastructure networks</li> </ul>
<b>Gladstone SDA</b>	1993	27 194 ha	<ul style="list-style-type: none"> <li>• Large-scale and large-footprint industrial development and complementary industrial and infrastructure facilities</li> <li>• Easy access to the Port of Gladstone, national road network and rail services</li> <li>• Competitively priced, reliable power</li> <li>• Large and highly skilled workforce</li> </ul>
<b>Townsville SDA</b>	2003	4915 ha	<ul style="list-style-type: none"> <li>• Large-scale and large-footprint industrial development and complementary industrial and infrastructure facilities</li> <li>• Easy access to the Port of Townsville and road and rail networks running north, south and west, including to the North West Minerals Province</li> <li>• Large and highly skilled workforce</li> </ul>



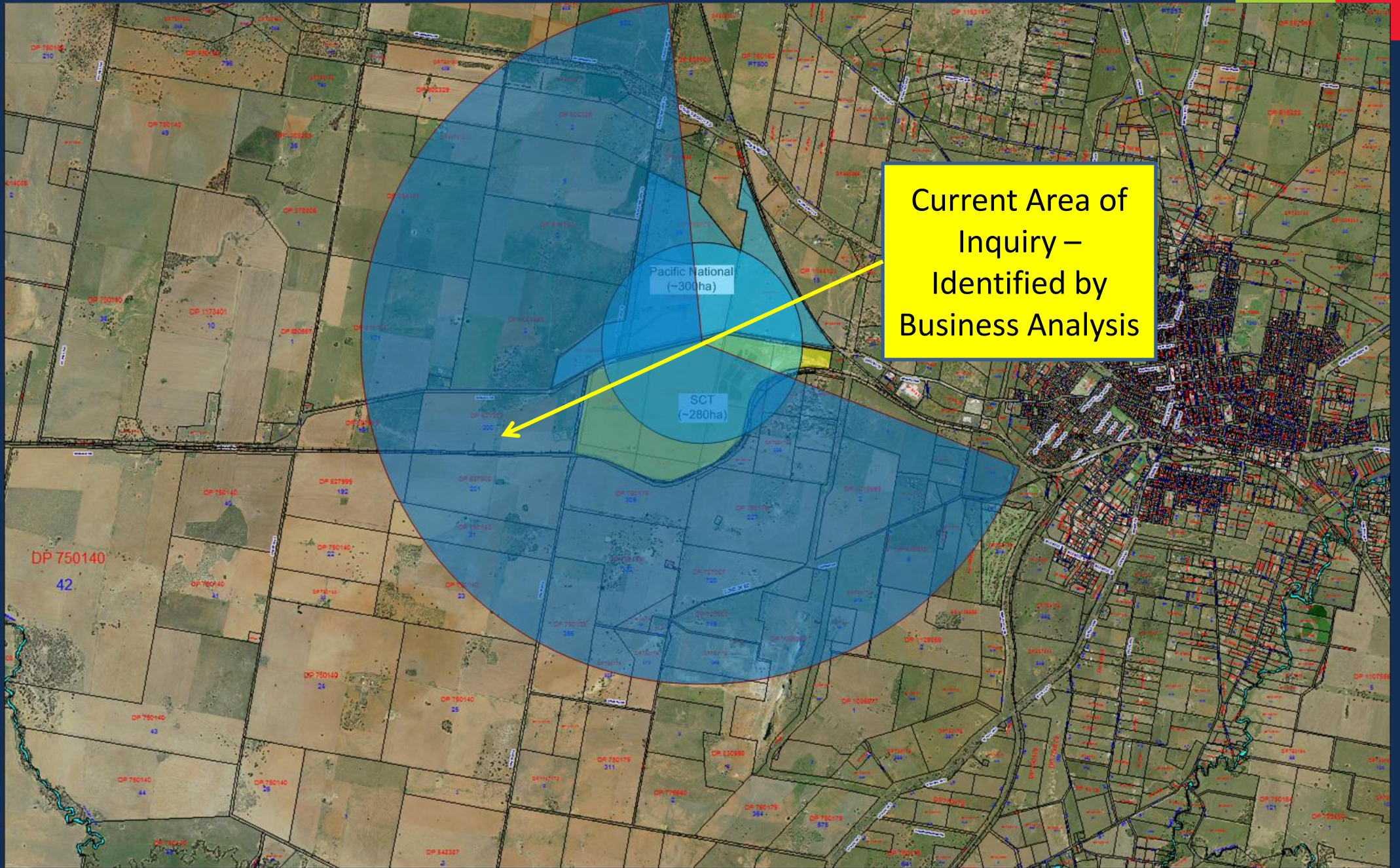




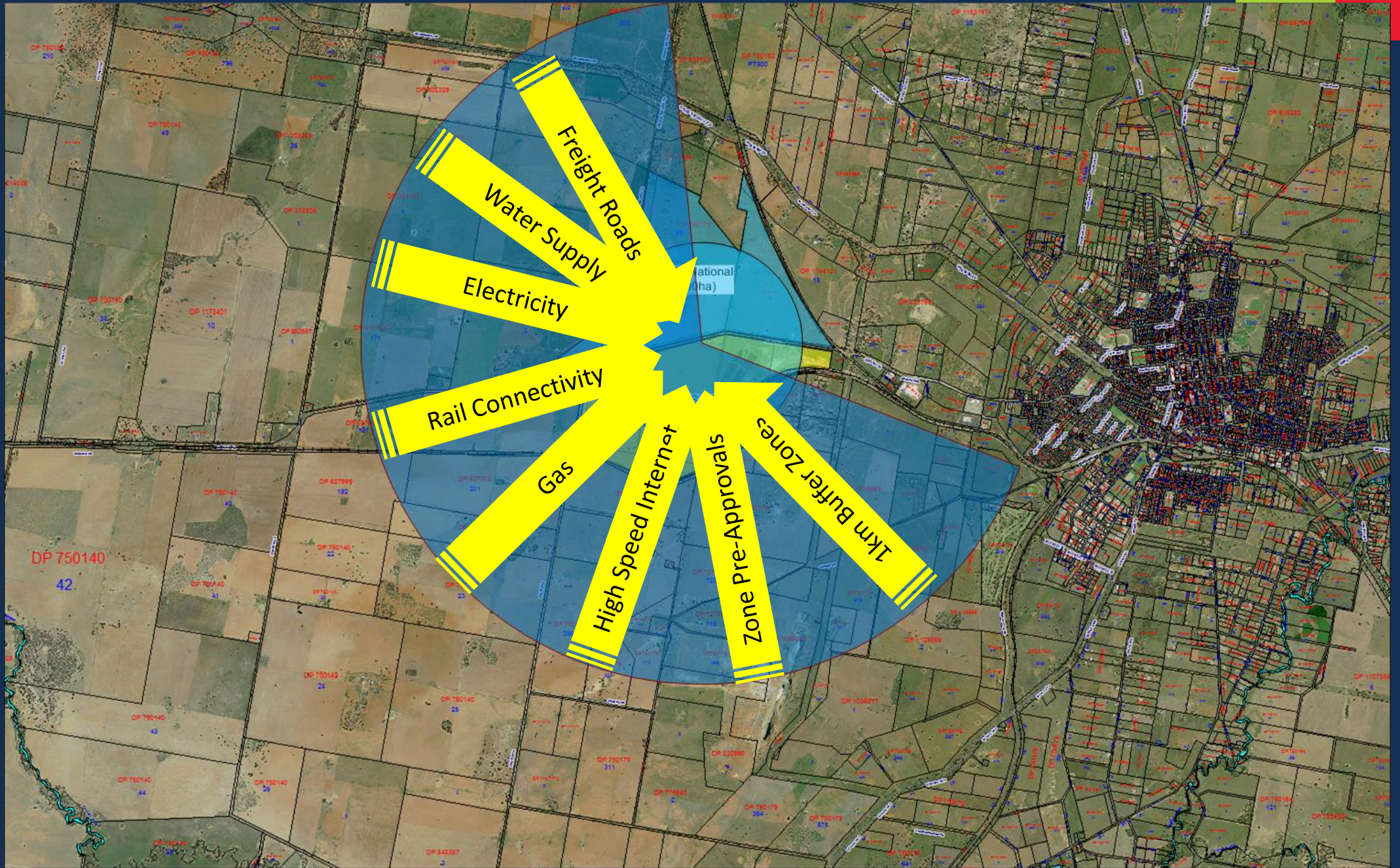
50 Year Extent?



50 Year Extent?



Current Area of Inquiry – Identified by Business Analysis



*It all adds up.* **PARKES**



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# Concept #2

- + Direct freight access to the HUB
- + Choice of National Logistics companies
- + Supported by Land use planning zoning
- + Fast approvals
- + High quality continuous water supply
- + Buffered from sensitive land uses
- + Creates value-adding opportunities for regional product
- + Target large employers – create clusters
- + Creates volume for the HUB



# Concept #2

## Land Sale Due-diligence (philosophy)...for example

- + Best of breed business
- + High level of technology
- + Large employer (say 200+) skilled employees
- + Guarantee 10%+ Apprentice/trainee
- + Potential to cluster with synergistic businesses
- + Clear value-adder/value creator for region
- + Uses HUB but does not compete with it
- + Company passes strict due-diligence assessment by 3<sup>rd</sup> party



# Concept #3





To create  
UK Style “Enterprise Zone”

As an Australian “Proof of Concept”

Why?... & What is it?

# Create a UK Style “Enterprise Zone”



What are Enterprise Zones?

Enterprise Zones are designated areas across England created 4 years ago, they provide tax breaks and Government support.

- + There are ~ 48 Enterprise Zones
- + In 4 short years, Enterprise Zones have been responsible for attracting nearly 24,000 new jobs and £2.4 billion of private investment
- + and attracted more than 600 new businesses across a range of key industries including the automotive, aerospace, pharmaceutical and renewable energy industry sectors.



Source: <http://enterprisezones.communities.gov.uk/about-enterprise-zones/>

*It all adds up.*

**PARKES**



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# Create a UK Style “Enterprise Zone”



## What benefits do Enterprise Zones offer businesses?

- + Up to 100% business rate discount worth up to £275,000 per business over a 5-year period
- + Simplified local authority planning, for example, through Local Development Orders that grant automatic planning permission for certain development .
- + Government support to ensure that superfast broadband is rolled out throughout the zone, and, if necessary, public funding
- + 100% enhanced capital allowances (tax relief) to businesses making large investments in plant and machinery on 8 Zones in Assisted Areas

Source: <http://enterprisezones.communities.gov.uk/about-enterprise-zones/>



# Concept #4



# Parkes Regional Airport



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*It all adds up.*

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# Parkes International Freight Airport



# ACCESSING PREMIUM MARKETS



Highly sophisticated synchromodal networks  
Completely traceable produce with a “chain of evidence”  
Quality assured



## Paddock to Plate – Quality Assured

# ACCESSING PREMIUM MARKETS



Highly sophisticated synchronodal networks  
Completely traceable produce with a “chain of evidence”  
Quality assured



Paddock to Plate – Quality Assured, traceable, secure payment, streamline supply chains...minimise risk

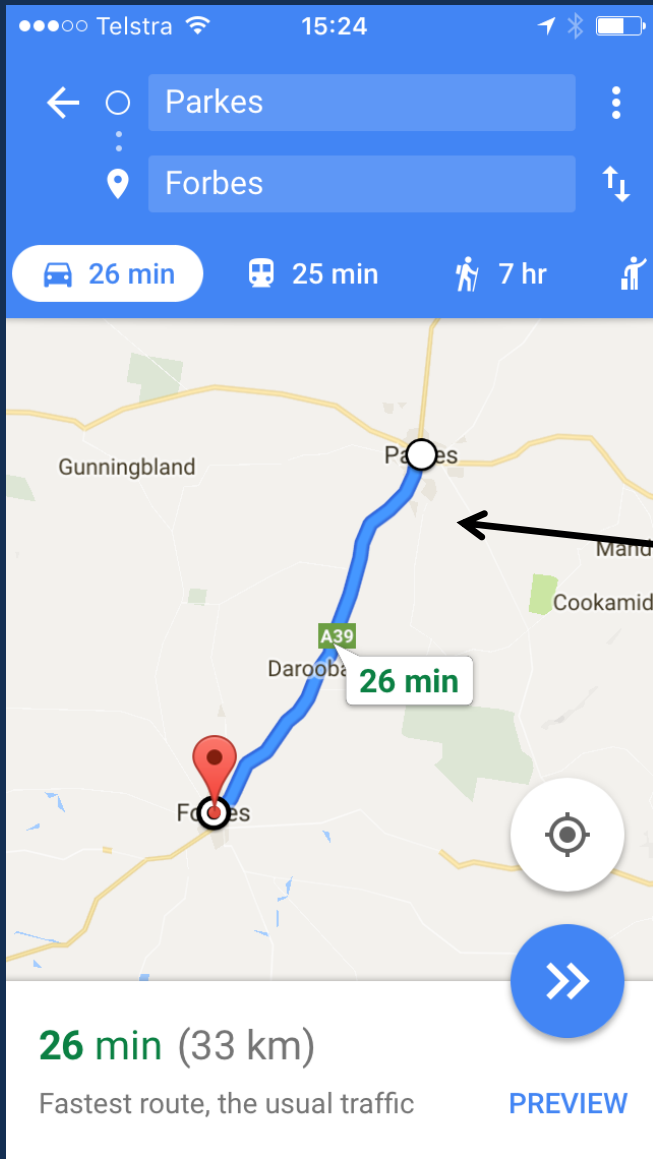
# What is the “Value”?

What is the Economic Impact of just one (1) large scale Food Product Manufacturer (say 500 employees) in this area;

<b>Jobs</b>	- in Parkes Shire	= +905
	- total in Australian Economy	= +1620
<b>Value-add</b>	- in Parkes Shire (= GRP)	= + \$72m
	- total in Australian Economy (= GRP)	= + \$155m
<b>Output</b>	- in Parkes Shire	= + \$220m
	- total in Australian Economy	= + \$422m

Source: economy.id

# Local Context



20,000 in 20 minutes

PREVIEW

*It all adds up.*

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# Regional Context



# Regional Context

Table 1.0 Agricultural production value in Central West NSW, 2011 data

2011	Cereal crops	Other broad acre crops	Nurseries, cut flowers and cultivated turf	Crops for hay	Vegetables	Fruit and nuts	Wool	Milk	Eggs	Meat	TOTAL
Bathurst	\$1,229,192.00	\$403,667.20	\$1,607,312.70	\$4,688,089.00	\$8,983,550.10	\$433,579.10	\$11,795,286.20	\$1,573,048.10	\$363,336.90	\$25,021,771.50	\$56,098,832.80
Blayney	\$1,093,234.00	\$211,114.60	\$327,018.00	\$2,602,490.50	\$8,899.30	\$831,729.50	\$6,396,480.70	\$2,077,932.50	\$190,029.70	\$24,091,450.10	\$37,830,378.90
Cabonne	\$32,981,458.00	\$12,158,541.00	\$306,085.00	\$10,766,068.00	\$6,507,272.00	\$30,267,332.00	\$29,333,835.00	\$2,810,154.00	\$3,759,407.00	\$50,047,714.00	\$178,937,866.00
Cowra	\$16,552,435.00	\$5,357,121.00	\$704,356.00	\$12,050,384.00	\$13,060,309.00	\$1,264,256.00	\$14,151,707.00	\$2,946,735.00	\$15,124.00	\$20,248,045.00	\$86,350,472.00
Forbes	\$73,625,972.00	\$16,665,485.00	\$678,084.00	\$12,654,371.00	\$6,788,660.00	\$5,783,637.00	\$20,070,341.00	\$11,156,973.00	\$1,988.00	\$25,368,637.00	\$172,794,148.00
Lachlan	\$191,277,333.00	\$8,362,217.00	-	\$3,994,348.00	-	\$81.00	\$24,100,668.00	\$18,114.00	\$100.00	\$33,198,109.00	\$260,950,970.00
Lithgow	\$35,948.00	\$14,252.00	\$109,340.00	\$554,742.00	\$134,804.00	\$72,339.00	\$1,243,297.00	\$9,107.00	\$4,670,543.00	\$11,964,746.00	\$18,809,118.00
Oberon	\$81,310.00	\$7,839.00	\$3,695,545.00	\$1,744,901.00	\$1,338,488.00	\$38,226.00	\$6,079,931.00	-	\$208.00	\$17,826,143.00	\$30,812,591.00
Orange	\$10,385.00	\$7,409.00	\$643,061.00	\$912,557.00	\$439,669.00	\$8,486,112.00	\$612,885.00	\$138,326.00	\$26.00	\$4,534,349.00	\$15,784,779.00
Parkes	\$105,908,794.00	\$21,944,118.00	\$157,484.00	\$4,070,088.00	-	\$1,103.00	\$21,545,247.00	\$50,112.00	\$4,500.00	\$19,279,088.00	\$172,960,534.00
Weddin	\$62,633,196.00	\$18,507,193.00	-	\$4,063,922.00	\$92,006.00	\$145,820.00	\$14,386,779.00	\$235,812.00	\$14,392,701.00	\$20,156,456.00	\$134,613,885.00
RDACW	\$485,429,257.00	\$83,638,956.80	\$8,228,285.70	\$58,101,960.50	\$37,353,657.40	\$47,324,214.60	\$149,716,456.90	\$21,016,313.60	\$23,397,963.60	\$251,736,508.60	\$1,165,943,574.70

/ Source: Dept. of Agriculture – ABS Agri data. Note the ABS suggests caution when assessing data with low values.

Area 63,000 km<sup>2</sup>  
 Population 177,000 +  
 Agricultural Production 2011 - \$1.2B

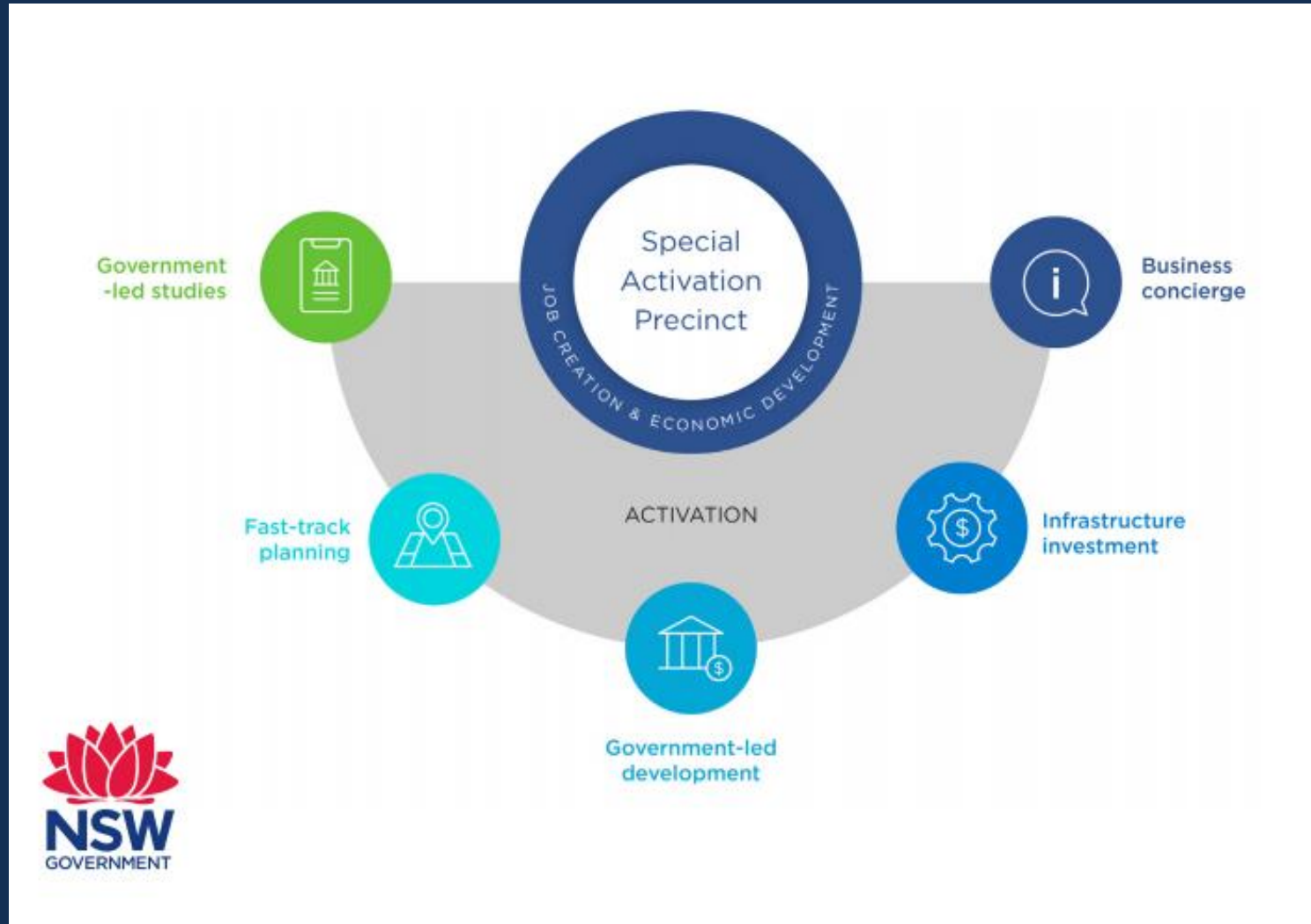
It all adds up.

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# Special Activation Precinct





# Focus on high value agriculture products



# PASSENGER FIGURES - PARKES AIRPORT - REGIONAL EXPRESS

Month	Year	2014/15	2015/16	2016/17	2017/18	2018/19	% ↑ previous month	2019	2020	2021	2022	2023	2024	2025
July		2232	2518	2407	2295	3271	43%							
August		2372	2415	2561	2651	3412	29%							
September		2392	2470	2589	2519	3123	24%							
October		2519	2368	2705	2603	3506	35%							
November		2233	2465	2851	2706	3067	13%							
December		1806	1981	1904	1800	2232	24%							
January		1349	1317	1363	1472	1892	29%							
February		1735	2203	2059	2383	2638	11%							
March		2259	2351	2615	3045	3199	5%							
April		2082	2351	2030	2606									
May		2376	2410	2683	3163									
June		2301	2559	2637	2996									
% increase from previous year			7%	4%	6%									
<b>TOTAL NO. PASSENGERS</b>		<b>25,656</b>	<b>27,408</b>	<b>28,404</b>	<b>30,239</b>	<b>26,340</b>								

NB: Rex took over from Hazelton Airlines July 2002

Passengers for 2017/18 30,239  
 Fees Collected 2017/18 \$272,151.00 Ex GST





*It all adds up.* **PARKES**



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An aerial photograph of a rural landscape. In the center, a road and a railway line run parallel to each other, curving through the scene. A large white industrial building is situated near the road. The surrounding area is filled with green fields, some of which are yellow, and several small ponds. The sky is clear and blue.

Thank you and questions

*It all adds up.* **PARKES**



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# RAIL FREIGHT ALLIANCE

## Lunch

**Rail Freight Alliance**  
**Inland Rail Symposium**  
**Mr Duncan Sheppard**  
*Australasian Railway Association*  
*General Manager Freight and Contracts*



# Rail Freight Alliance Inland Rail Symposium

Duncan Sheppard  
General Manager, Freight and  
Contractors  
Australasian Railway Association

12 April 2019

# The ARA: Who we are

- The peak body for rail in Australia and New Zealand. A member-based association that represents our members
- Represent passenger and freight operators, private and government, track owners and managers, suppliers and manufacturers of rollingstock and components, contractors, consultants and other rail-related organisations
- Advocating key policy reform to enhance Australia's productivity, economic and social prosperity and international competitiveness.
- Research recently undertaken for the ARA by Deloitte found the sector contributes around \$26 billion a year (1.6% of GDP) and over 140,000 jobs.



# ARA Vision for Freight

- Getting more freight on rail - key objective.
- This can be through the construction of new freight lines (Inland Rail), improving the capacity of existing lines, pricing reform & utilising heavier & faster trains

2016 - *ARA Strategic Plan for Freight*. Identified three key opportunities for rail freight:

1. Raising productivity through improved reliability
2. Using technology to improve efficiency
3. Improved long term planning with strategic investment in tracks and intermodals, particularly those connected to a port by rail.

# Opportunity for Growth Nationally

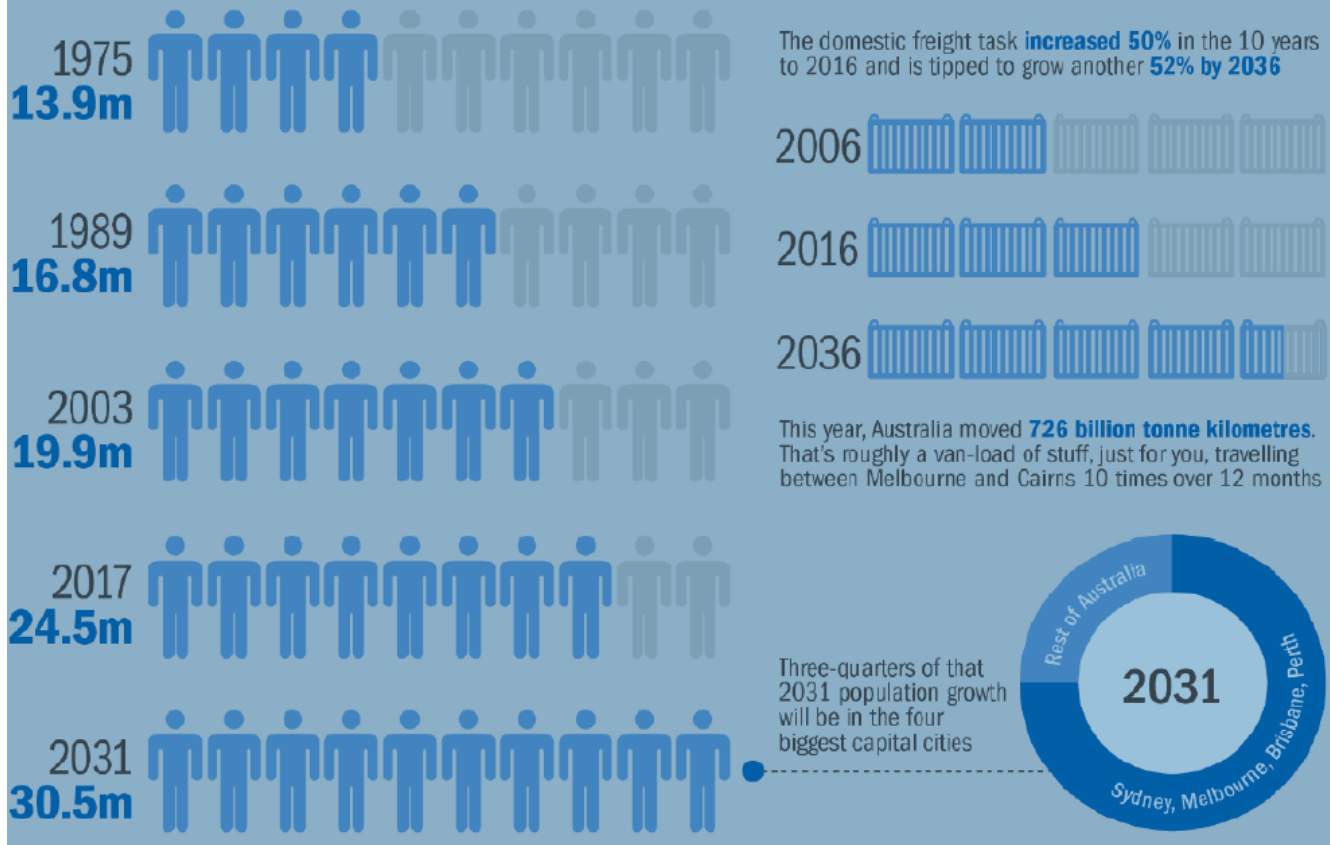
- Road continues to dominate in the port supply chain.
- Port Botany – around 20% on Rail
- Port of Brisbane – 5% on Rail
- In Melbourne – Rail Access Strategy to increase rail modal share in light of the Port of Melbourne's containerised trade forecasted to reach 6.4 million TEU by 2032-35
- For rail to strengthen its role, it must be competitive and a fully integrated part of the supply chain - relevant to Inland Rail

# Productivity

- Productivity improvements will need to be obtained through a national approach of coordinated investment and reforms.
- Significant population growth forecast for Australia raises the question as to how the population's freight needs will be met.
- In Victoria alone, the freight task in 2050 is expected to be four to five times larger than in 2013.
- For example, Melbourne currently requires approximately 15,000 tonnes of food to be produced and delivered each day.

# Population Growth

## AUSTRALIA'S POPULATION IS GROWING FAST... ..AND SO IS OUR FREIGHT



Growing congestion threatens to cost Australians \$53 billion by 2031 as the population increases to 30.5 million.

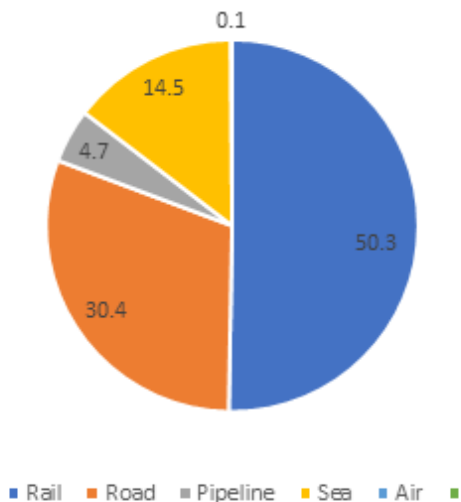
# Population growth - Inland Rail Corridor

	2006 Population	2016 Population	% Change 2006-2016	2036 Population Projection*	% Change 2016-2036
<b>Greater Sydney</b>	4,256,161	5,029,768	18.2%	6,601,176	31.2%
<b>Greater Melbourne</b>	3,760,760	4,725,316	25.6%	6,787,748	43.6%
<b>Greater Brisbane</b>	1,908,265	2,360,241	23.7%	3,689,219	56.3%

- Demand on many key urban road and rail corridors is projected to significantly exceed current capacity by 2031.
- By 2030, we will need to move more than 32 million tonnes of freight along Eastern Australia. Equivalent of 1.2 million B Double trucks each year.

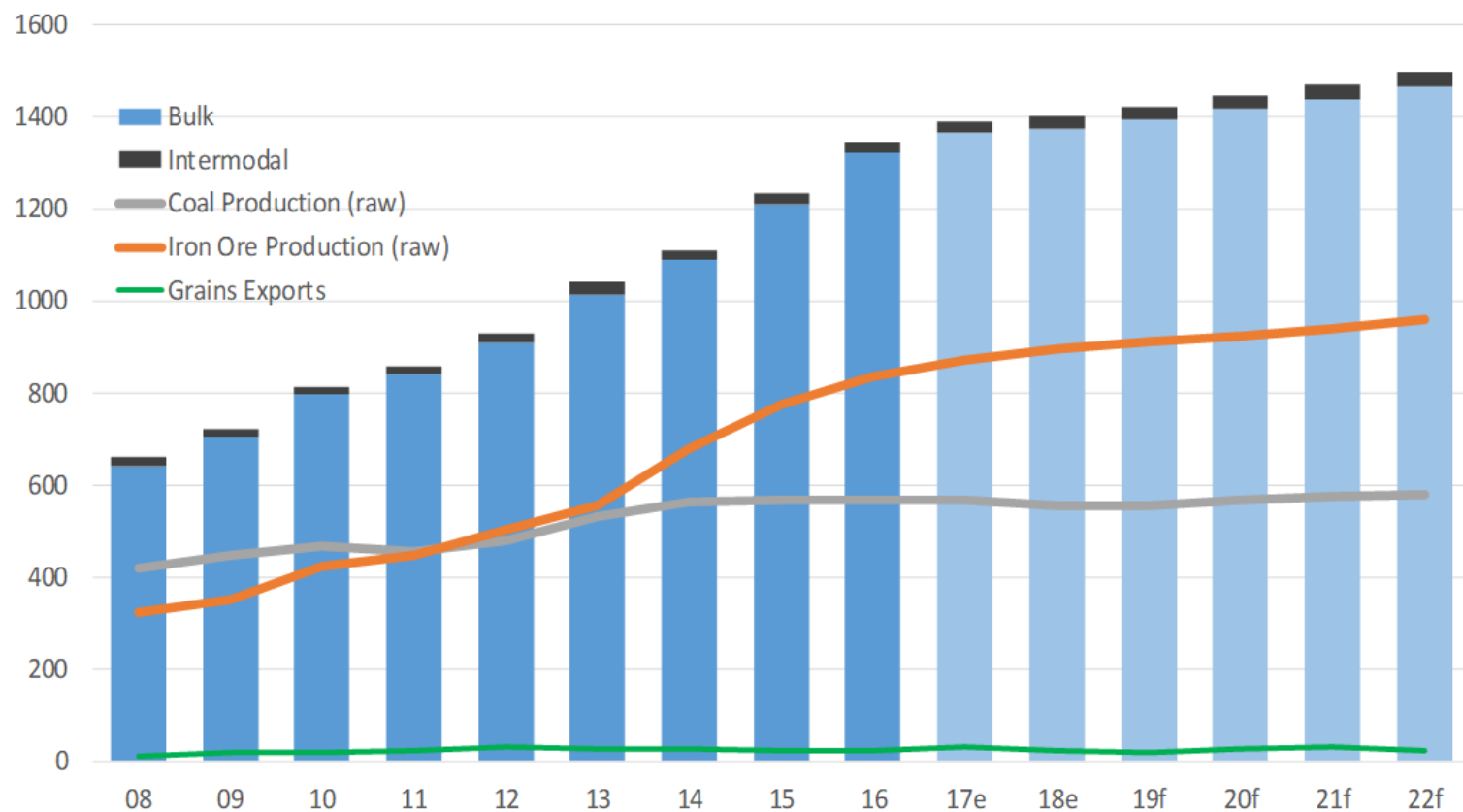
# National Freight Task

National Freight Task (tonne kilometres) by mode  
2013-2014



In 2014–15, there were 212.0 billion tonne kilometres of freight moved by road and 401.6 billion tonne moved by rail.

# National Rail Freight Task – Australia (Mt)

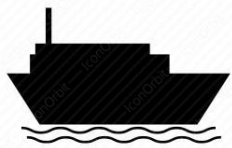


Source: BITRE (Trainline 4), ABS, BIS Oxford Economics

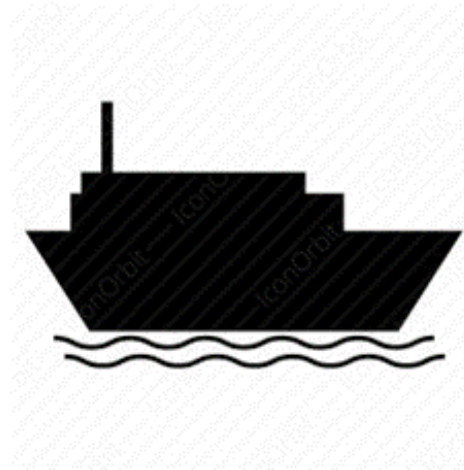
# Australia's Freight Task

Source: Infrastructure Australia's Infrastructure Audit 2016

Containerised trade '000 TEUs per annum  
**165% increase**



6,789 in 2011



17,997 in 2031



Non-containerised trade million tonnes per annum  
**138% increase**



881 in 2011



2,098 in 2031

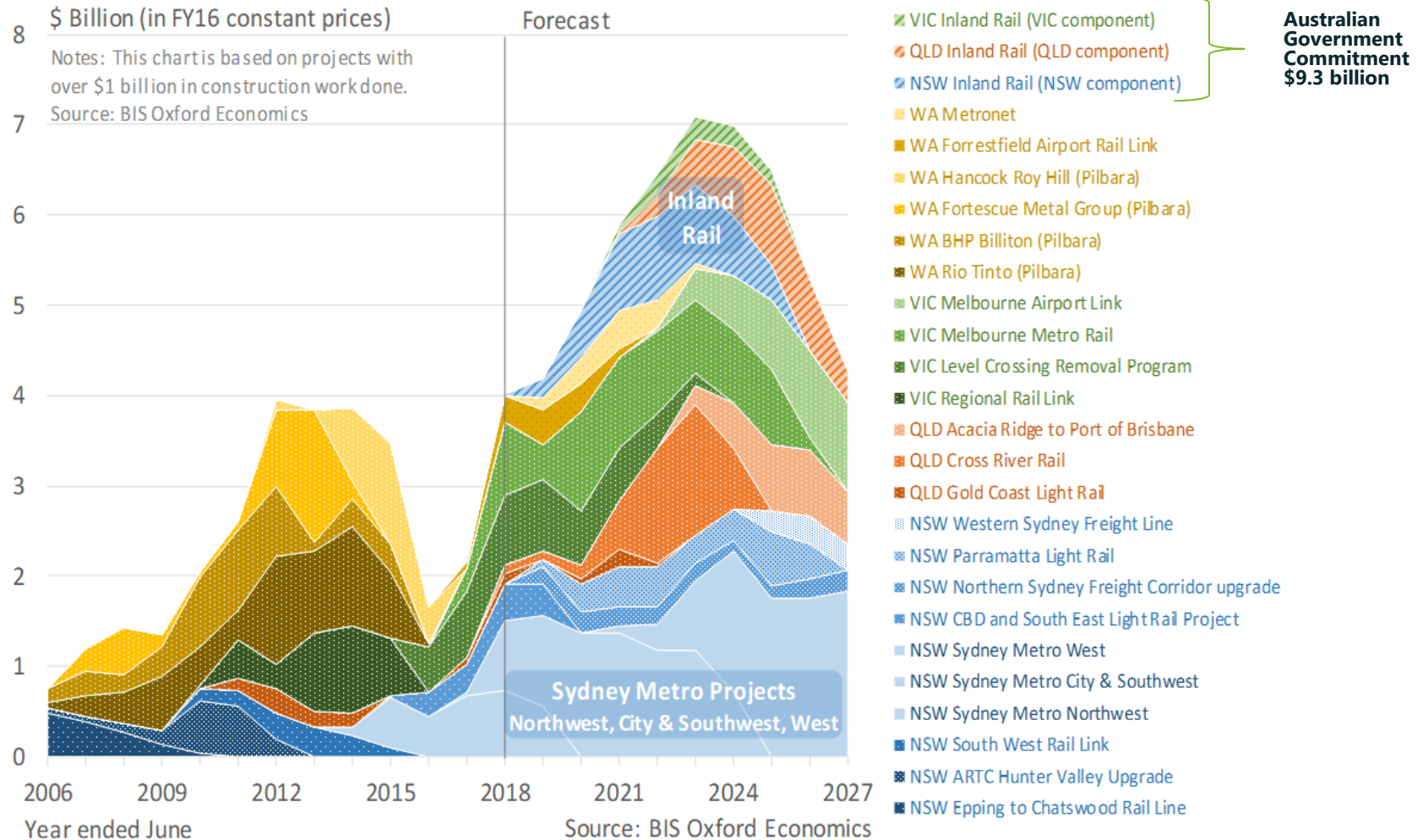


# Unprecedented Opportunities



**In excess of  
\$100 billion  
investment in  
rail projects  
committed in  
by 2030,  
including **Inland  
Rail****

# Infrastructure Tsunami



- A welcome renaissance in rail, but it is presenting skill challenges...

# Infrastructure Priority List



## PRIORITY PROJECTS

### Inland Rail

Melbourne to Brisbane via inland NSW



**LOCATION**  
Melbourne to Brisbane via inland NSW

**INDICATIVE DELIVERY TIMEFRAME**  
Medium term (5–10 years)

**PROONENT**  
Australian Government

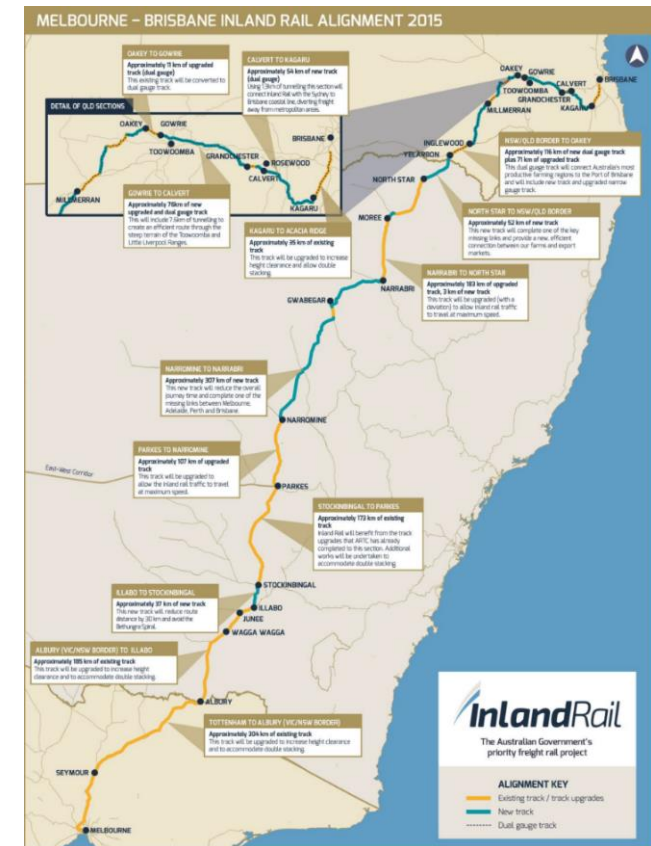
**EVALUATION DATE**  
6 May 2016

## Economic, social and environmental value

Key benefits of the proposed project include improved productivity, improved network efficiency and reliability, shorter transit times, safety improvements, sustainability benefits and reduced lifecycle costs. The proponent's stated benefit-cost ratio is 1.1 (7% real discount rate).

# Key Freight Project: Inland Rail

- 1700km
- Melbourne to Brisbane, bypassing Sydney
- \$9.3 billion committed by government
- For every \$1 invests in Inland Rail, it delivers a return of \$2.60.
- Will increase GDP by \$16 billion over the construction phase and first 50 years
- \$44 million announced in federal budget to better connect the national freight network to the regions
- Less than 24 hours transit time
- Removing thousands of trucks from roads



# Boosting Rail Modal Share



- Currently, 75 % of Melbourne to Brisbane Freight runs on road. Approximately 25% moves by rail.
- Contrast this with east-west, where rail has a 80% market share.
- With Inland Rail, rail modal share could move from its current 25% share for freight movements between Melbourne and Brisbane, to 60%

# Safety

- 1800 metre freight train can potentially remove 70 B-Doubles from the road
- It is predicted that Inland Rail will remove up to 200 000 truck movements from roads on the east coast
- 14 times the accident costs on a per tonne kilometre basis



# Environmental

- Nationally, transport emissions from articulated and rigid trucks are more than five times more than rail – 22 Mt CO<sub>2</sub> compared to 4 Mt CO<sub>2</sub>.
- 16 times lower emissions than hauling freight on road
- Moving nine tonnes of freight by rail instead of road between Melbourne and Brisbane saves approximately \$250 in accident costs and emission costs



# Sydney = passengers get priority

- By 2032 we will need to move more than 32m tonnes of freight along eastern Australia.
- Sydney network acts as a bottleneck, particularly in peak periods when passenger trains are afforded priority





# Regional Benefits

- It will promote economic benefits through the efficient movement of both manufactured and fresh products between some of Australia's largest domestic markets.
- There will be benefits for regional Australia with better access to and from regional markets. It will open up new logistics options for NSW producers to domestic (e.g. Brisbane / north Queensland) and export markets (choice of ports – Melbourne, Port Kembla, Newcastle and Brisbane)
- Inland Rail will make it easier for freight to move from farms, mines and ports to national and overseas markets. It is estimated that around two million tonnes of agricultural freight will switch from road to rail, with a total of 8.9 million tonnes of agricultural freight more efficiently diverted to Inland Rail.

# Regional Benefits – Inland Rail Mapping Study

- The study found that cost savings of up to \$76 per tonne could be made if horticultural produce currently moved by truck was to be transported on Inland Rail; and \$31 per tonne if the same products currently moved on the coastal rail route shifted to Inland Rail.
- This change could also have the effect of removing 63,000 trucks per annum from the Newell Highway substantially reducing congestion and carbon emission levels.

# National Freight and Supply Chain Strategy

- Embedding the Inland Rail project in the National Freight and Supply Chain Strategy is critical.
- The National Freight and Supply Chain Strategy (under development) is focussed on identifying investments in freight infrastructure, overcoming regulatory barriers and taking a national approach to key freight issues.
- Improving rail connections to our major ports are essential to ensure supply chain efficiencies.

# Customers

*"The Inland Rail project promises to transform the movement of east coast agricultural freight and therefore improve the bottom line of farmers and agriculture in general."*

Fiona Simson, President, National Farmers Federation



*"Woolworths considers that Inland Rail will be beneficial for increasing freight on rail in a number of ways. Firstly for direct movement between Melbourne and Brisbane this will improve transit time to make it the preferred mode on that corridor. The mode shift will lessen the impact of vehicles on the coastal road and rail networks and may facilitate greater rail use on the shorter corridors on prime train paths. While the exact impacts are unclear Woolworths expects the additional capability delivered through Inland Rail will be beneficial to many of the regional communities that will have improved freight connections to international and interstate markets."*



Chris Brooks, Head of Domestic and International Transport, Woolworths

# Operators

“We’re excited by the opportunities that Inland Rail will present for our customers and look forward to working with them on the opportunities these nation-building investments will help unlock”

Mark Mazurek, Chief Executive Officer, Linfox

“Once the Melbourne to Brisbane Inland Rail project is complete, regional enterprises can use Parkes as the launching pad to haul goods and commodities by rail more efficiently between the ports of Botany, Brisbane, Melbourne and Fremantle.”

Dean Dalla Valle, Chief Executive Officer, Pacific National



# Boosting regional development – Parkes



# Maximising Melbourne Connection

- The ARA supports thorough analysis of both the Beveridge and Truganina options to ensure all capacity considerations are fully taken into account.
- The timing and need of the intermodal terminal must be central to this analysis, as well as long term planning and transport connections.
- The provision of a facility which is close to the large industrial cluster in Melbourne's outer suburbs is essential to maximising the economic and social benefits of inland rail, including double stacking, as well as addressing rising truck congestion across the city.

# Complementary reforms and investments

- National Freight and Supply Chain Strategy
- Skills
- Separating Passenger and Freight Infrastructure
- Corridor Preservation
- Equitable Road Rail Pricing
- Integration of Transport and Planning



# National Freight and Supply Chain Strategy

- Inland Rail in the National Freight and Supply Chain Strategy Inquiry Report...
- *Preserve and protect land transport corridors, as well as land for future freight growth, such as a high capacity rail link to the Port of Brisbane and intermodal terminals and pipeline connections and future intermodal locations for Inland Rail.*

# Industry Working Together



## INLAND RAIL CONFERENCE

21-22 August 2019 Toowoomba, QLD



*Photo courtesy of ARTC.*



*Photo courtesy of Pacific National.*

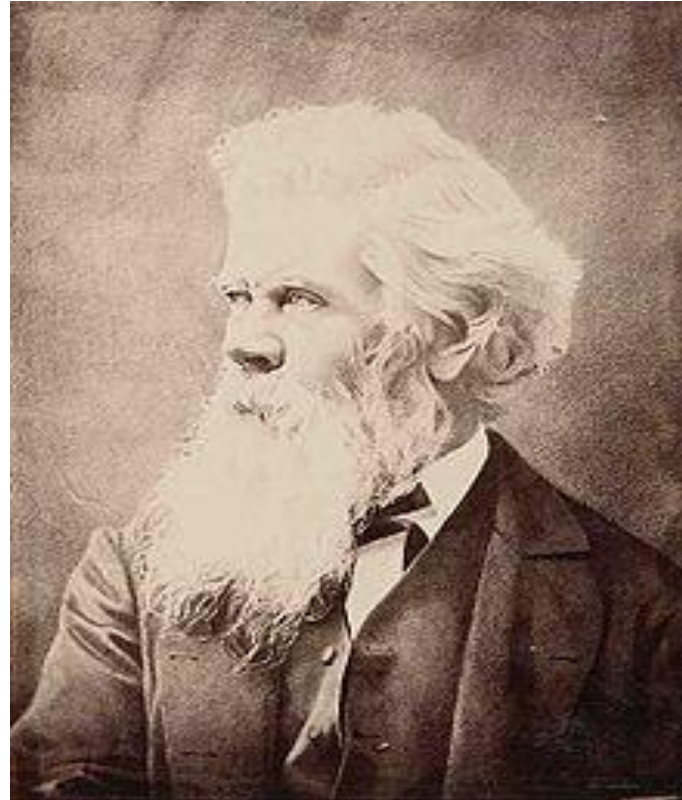
# Moree Plains Inland Rail Ready

**Cr Sue Price OAM**  
*Moree Plains Council Chair MBIRA*

# ***Moree Plains Inland Rail Ready***

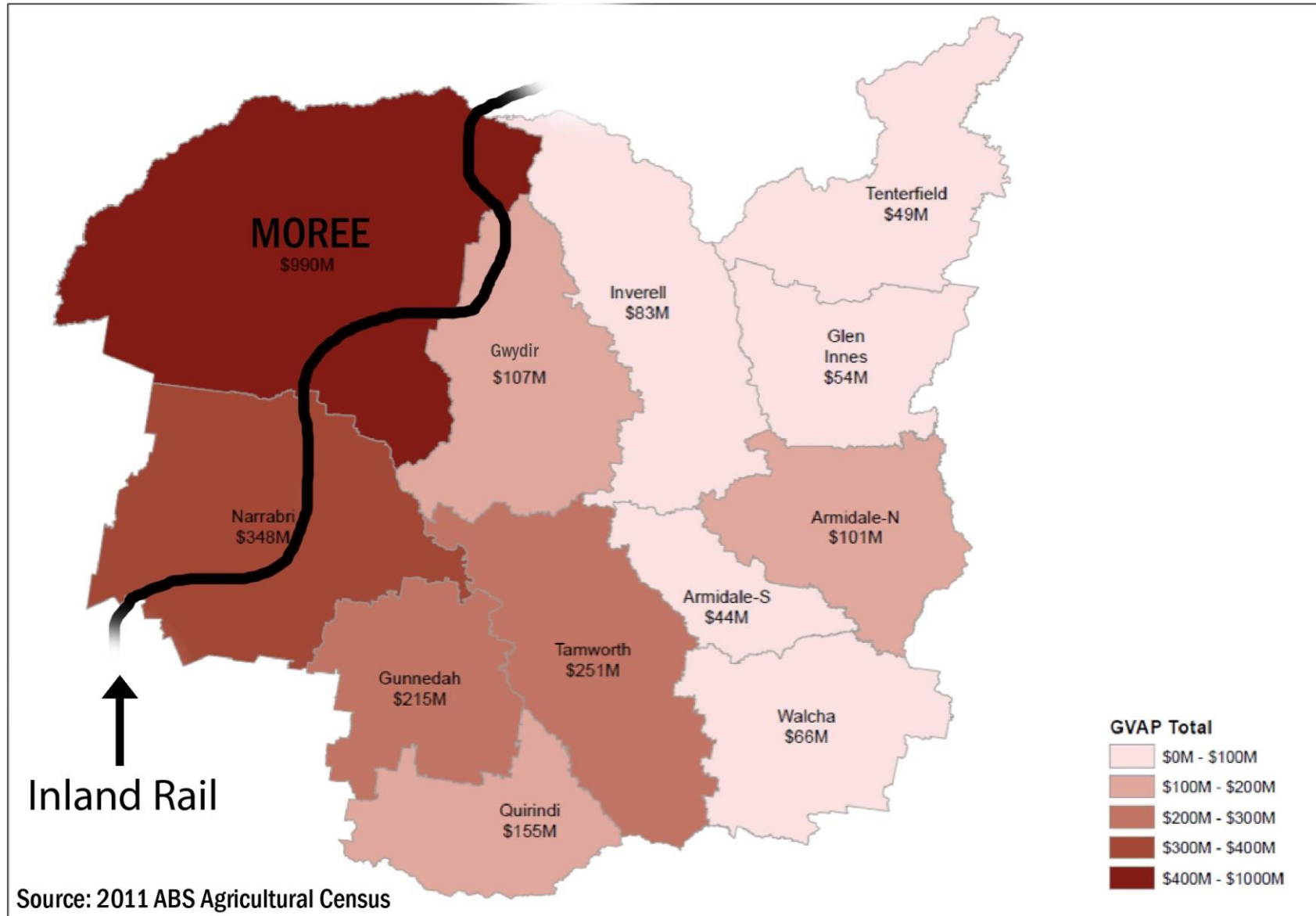


# Inland Rail Vision



Sir Henry Parkes 1889

# Moree Plains Potential



# Moree - Inland Rail Ready

## ARTC/Inland Rail

2013	2014	2015	2016	2017	2018	2019
\$300M committed to Inland Rail	Inland Rail Implementation Group Appointed	Priority Projects Identified Concept N2NS	\$8.4B committed Inland Rail Feasibility N2NS	EIS Delivered Feasibility N2NS	Assessment N2NS Feasibility NS2B	Construction Scheduled to Commence

## Moree Plains Shire Council

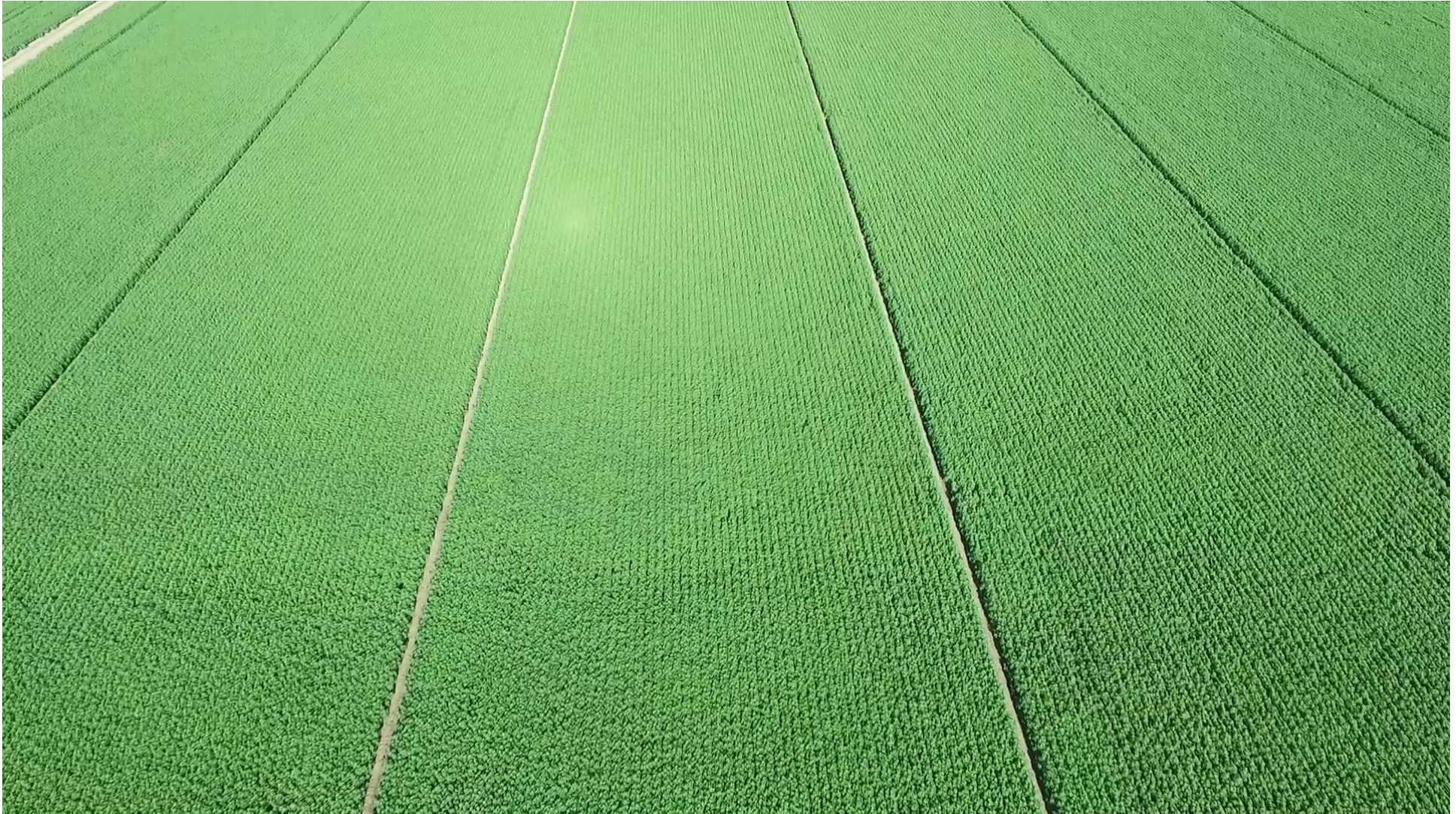
2013	2014	2015	2016	2017	2018	2019
MBIRA Member (2006)  BROC (Border Regional Organisation of Councils)	Inland Rail Symposium	Land Use Open Zoning Gazetted	Moree Intermodal Transport Taskforce	New England Joint Organisation	Moree Plains Transport Study	Moree Intermodal Park  Community Consultive Committee

## Engagement & Advocacy

- Community
- Agriculture
- Transport & Logistics
- ARTC / Inland Rail



# Inland Rail Video







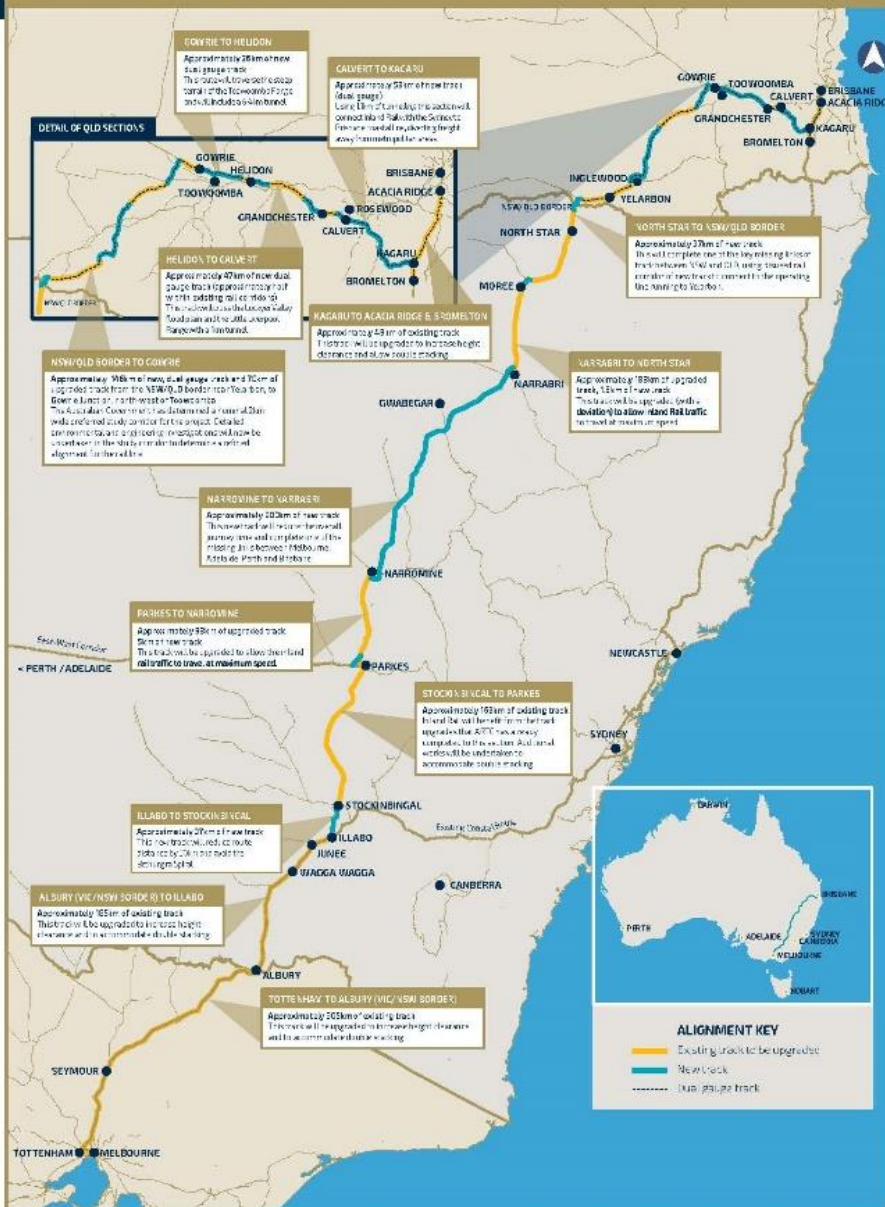
Australian Government

BUILDING OUR FUTURE

ARTC InlandRail



INLAND RAIL ALIGNMENT



# Don't miss the train



# Toowoomba Region - A major strategic hub

**Cr Paul Antonio**

*Mayor Toowoomba Regional Council*



# TOOWOOMBA REGION – A MAJOR STRATEGIC HUB

Mayor Paul Antonio

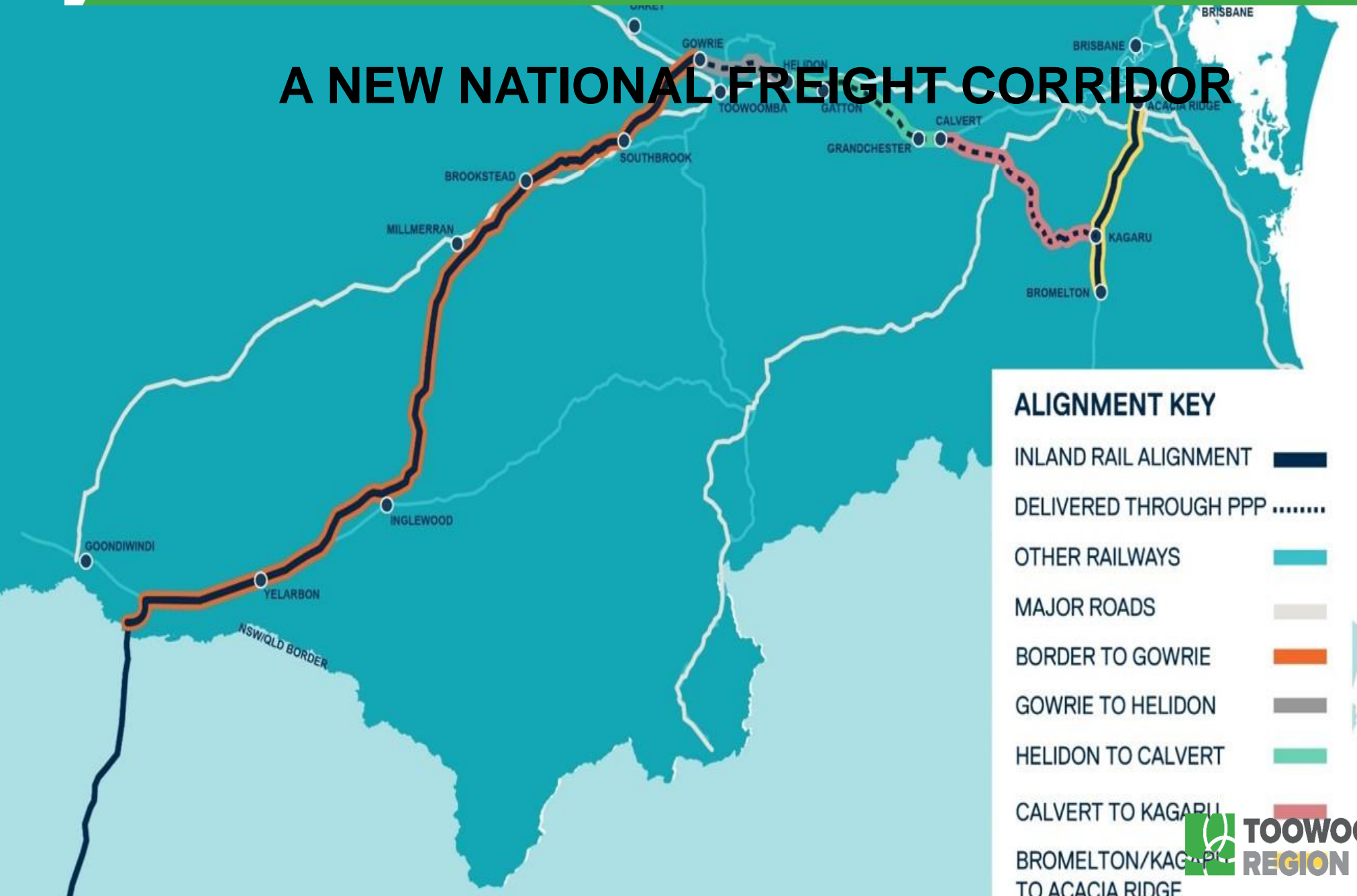


# TOOWOOMBA REGION'S JOURNEY TO AN INLAND PORT

Wellcamp  
Airport



# A NEW NATIONAL FREIGHT CORRIDOR



## ALIGNMENT KEY

- INLAND RAIL ALIGNMENT
- DELIVERED THROUGH PPP
- OTHER RAILWAYS
- MAJOR ROADS
- BORDER TO GOWRIE
- GOWRIE TO HELIDON
- HELIDON TO CALVERT
- CALVERT TO KAGARU
- BROMELTON/KAGARU TO ACACIA RIDGE













# MAJOR PROJECT READY BUSINESSES

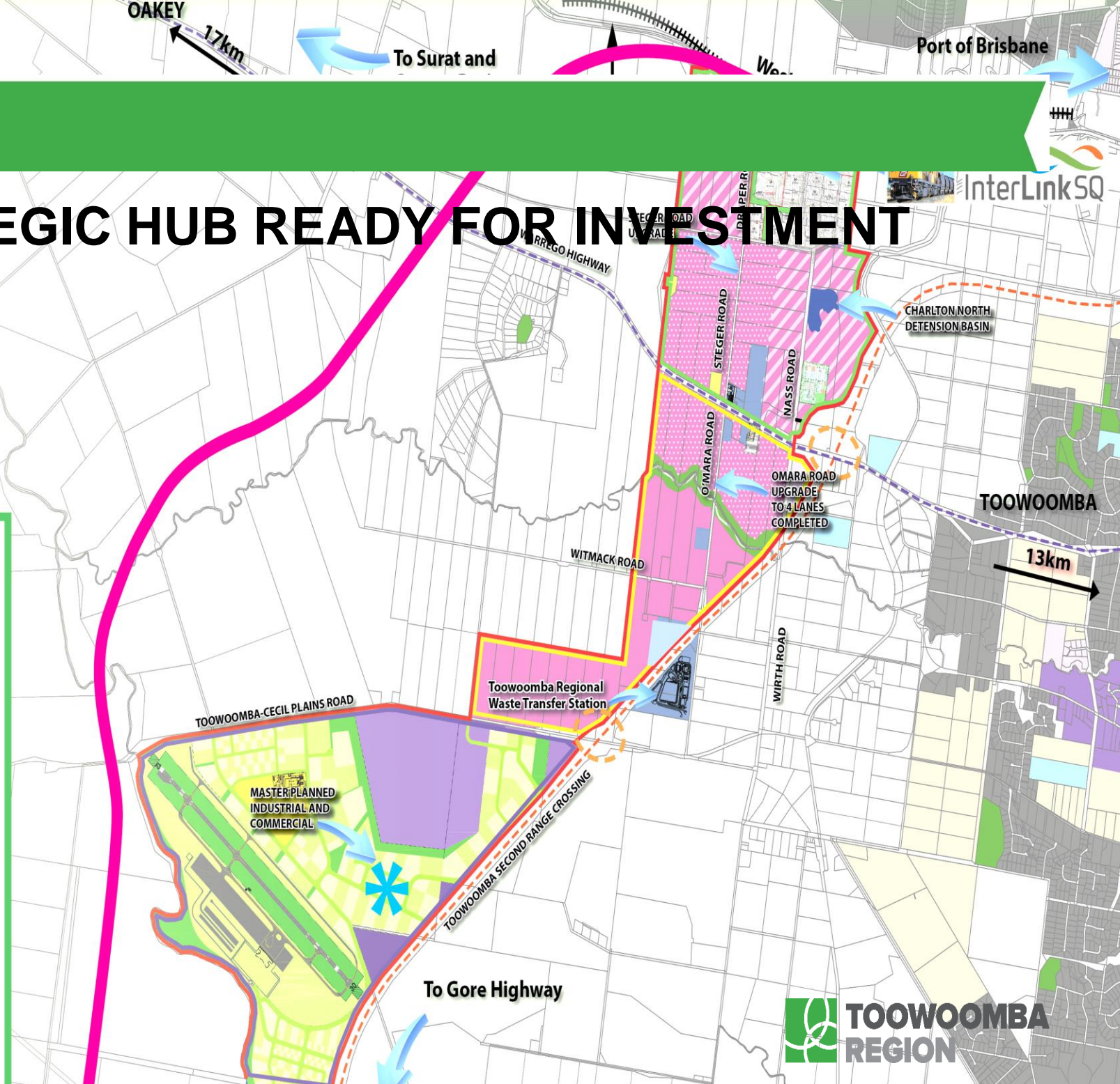
Toowoomba Second Range Crossing

# A STRATEGIC HUB READY FOR INVESTMENT

## Toowoomba Enterprise Hub

### MAP KEY

-  **Toowoomba Enterprise Hub (TEH)**  
(Strategically located alongside the Toowoomba Second Range Crossing)
-  **Central Precinct of TEH**
-  **Northern Precinct of TEH**
-  **Southern Precinct of TEH**
-  **Intermodal Facility Precinct**
-  **Transport & Warehousing Precinct**
-  **General Industry Precinct**
-  **Quarry Precinct**





An aerial photograph of a rural community, likely Gowrie Junction, showing a mix of residential buildings, lush green trees, and open fields. The scene is captured from a high angle, providing a comprehensive view of the settlement and its surrounding landscape. A prominent green banner is at the top of the image, and the title 'WORKING WITH OUR COMMUNITY' is centered in bold black text.

# WORKING WITH OUR COMMUNITY

Gowrie Junction

A young man in a green shirt and blue jeans is sitting on a large, dark rock formation. He is looking out over a vast, green landscape that stretches to the horizon under a clear blue sky. The scene is captured during the golden hour, with warm light illuminating the landscape and the man's clothing. The overall mood is contemplative and serene.

# WHAT WILL THE LEGACY BE?

Millmerran

# ROADS, RAIL AND AIR LEAD TO TOOWOOMBA

- Our Region is 'Major Project Ready'
- Toowoomba is a strategically important centre for the Inland Rail project and we have plenty of land available for industry.
- PROJECT Stakeholders are OUR Stakeholders.

Please take care of our community.

# THANK YOU – QUESTIONS?

- **Toowoomba Regional Council Contact:**
- **Principal Project Manager – Craig Sleeman**
- **Email: [inlandrail.interface@tr.qld.gov.au](mailto:inlandrail.interface@tr.qld.gov.au)**
- **Phone: 0487 100 380**

Mt Tyson

# MBIRA Panel Discussion