

Kagaru to Acacia Ridge and Bromelton

PROJECT NEWSLETTER – OCTOBER 2021

QLD

Project update

The Kagaru to Acacia Ridge and Bromelton project includes enhancements to and installation of dual-gauge rail track along the existing interstate line between Kagaru and both Bromelton and Acacia Ridge.

This involves lowering track beneath five bridges to permit the travel of double-stacked trains, building one new crossing loop and extending two existing crossing loops.

Following the Coordinator-General's April 2021 decision not to declare Kagaru to Acacia Ridge and Bromelton a 'coordinated project', we are continuing to work with the Department of Transport and Main Roads to determine an approvals pathway for the project.

Once the approvals pathway has been confirmed, we will share this information with the community via local media, our website and the project's electronic newsletter.

We remain committed to working closely and collaboratively with our key stakeholders and local communities involved in the project.

SEQ Intermodal Terminal Study Business Case

The Australian and Queensland governments are working together to deliver the Brisbane Inland Rail Intermodal Terminal Business Case.

The \$10 million business case is fully funded by the Australian Government through the Major Project Business Case Fund with the Queensland Government delivering the work as an in-kind contribution.

Intermodal terminals are a critical enabler to fully realise the benefits of Inland Rail and maximise productivity in the freight network. Currently, there is insufficient intermodal terminal capacity in South East Queensland (SEQ) to support the forecast freight demand volumes associated with Inland Rail. Additionally, there are constraints at existing facilities limiting their ability to fulfill the service requirements of Inland Rail.

The business case is exploring locations in the SEQ region that are capable of accommodating present and future demand, including the full Inland Rail service offering.

The business case is also investigating existing infrastructure and supply chain capabilities, mode share, and options for a new multi-use and open access intermodal facility and possibly associated facilities, such as an import/export facility.

A Preliminary Evaluation will assess key locations and present findings and recommendations for further work in a Detailed Business Case for government consideration in late 2021.

The Detailed Business Case will recommend a preferred site, scale of the facility and external network related infrastructure upgrades. The Detailed Business Case is expected to be completed in mid-2022.

Community members can register their interest in receiving updates on the SEQ Intermodal Terminal Study Business Case by calling **1800 271 148** or emailing seqintermodal@tmr.qld.gov.au

Operational modelling for crossing loops explained

Inland Rail is a single track with crossing loops to enable trains to safely pass each other. The number and location of crossing loops directly impacts the number of services that can be accommodated on Inland Rail.

It is not feasible for us to plan for each section of the track to be utilised 100% of the time. We aim for a 'capacity utilisation' of 65% or lower for every section of the track. This allows for maintenance activities and unexpected delays.

The location of crossing loops is driven by several factors, including operational requirements, technical viability, wider operational impacts, environmental impacts and community and property impacts.

As part of the Kagaru to Acacia Ridge and Bromelton project's ongoing design development, we carried out a review of crossing loop requirements. The review indicated Inland Rail would continue to meet the service offering without the Larapinta Loop, near Forestdale. As a result, we have removed this loop from the project's scope.

Should other projects on the alignment drive the need for a loop at this location in the future, approval of the loop will need to be considered as part of that process.



Upcoming works

Cadastral surveying and utilities investigations will be carried out in various locations along the alignment in the coming months.

Investigations will primarily occur within the rail corridor, as well as in road reserves and easements. If there is a need to enter private property we will contact individual property owners to arrange access on a voluntary basis.

This work will involve survey and electronic detection using hand-held equipment, as well as the use of a vacuum truck to undertake localised excavation.

Works will be carried out between 6.30am and 6.30pm, Monday to Friday. The work is expected to take a few hours to complete in each location. You may notice increased vehicles, some low-level noise and people in the rail corridor while this work is completed.

For more information, please contact the stakeholder engagement team on **1800 732 761** or **inlandrailqld@artc.com.au**

Build your business's sustainability capacity

The size and scale of Inland Rail means we have an opportunity—and responsibility—to promote strong sustainability practices within industry. The Inland Rail Skills Academy, in partnership with sustainability specialists The Ecoefficiency Group, has developed a three-part webinar series to help suppliers and local businesses build sustainability capacity.

Learn how to optimise your sustainable business credentials with our easy-to-follow guides and downloadable toolkits.

Local businesses that complete the webinar series are eligible to receive a free hour-long mentoring session on sustainability practices to further build their knowledge in this area.

For more details, check out our website **inlandrail.artc.com.au/building-inland-rail/sustainability/sustainability-mentoring**



Want to know more?

ARTC is committed to working with property owners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

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