



**INLAND
RAIL**



DELIVERING INLAND RAIL

Senate Rural and Regional Affairs and
Transport References Committee Inquiry

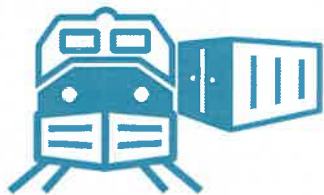
30 January 2020

ARTC

WHY INLAND RAIL?



MEETS AUSTRALIA'S FREIGHT CHALLENGE



- ▶ Current network is disconnected
- ▶ 33-hour travel time Melbourne to Brisbane
- ▶ Serving 18 Million+ people in the fastest growing regions of Australia.



SAFER ROADS



LESS ROAD
CONGESTION



LOWER COSTS



FEWER CARBON
EMISSIONS



CREATES A MODAL SHIFT



STIMULATES THE ECONOMY



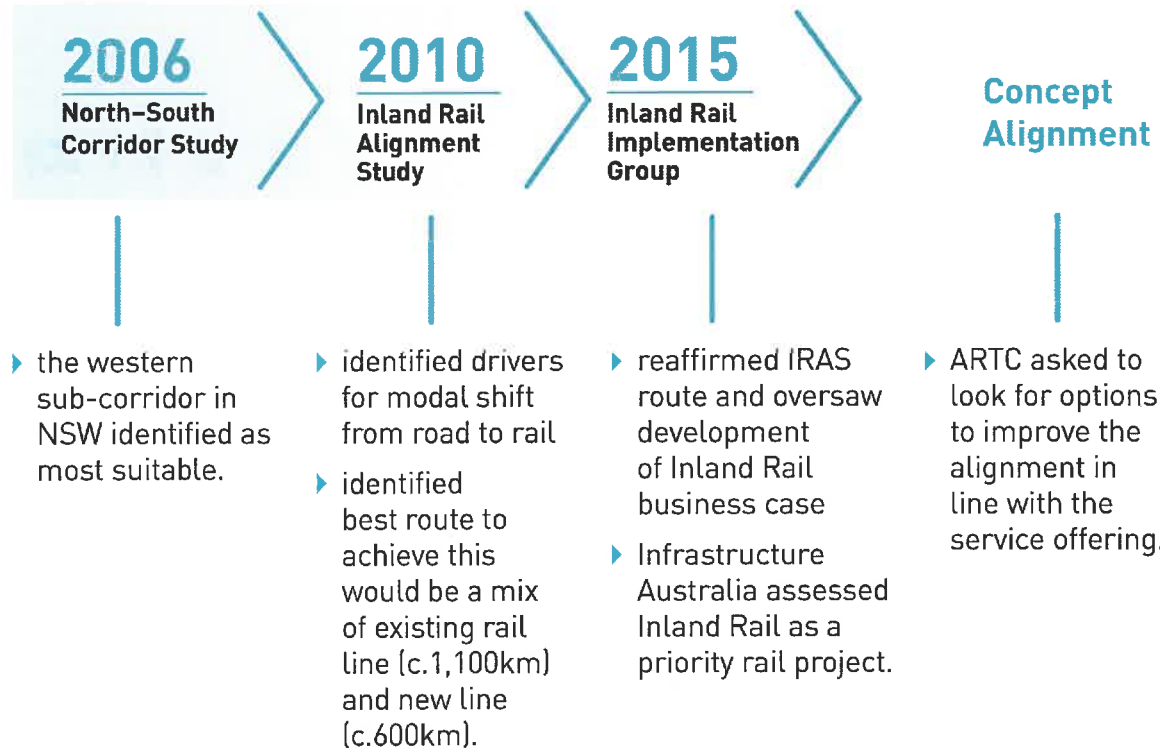
CREATES JOBS
16,000+



GENERATES
**NEW ECONOMIC
OPPORTUNITIES
+ \$16 BILLION
BOOST TO GDP**



WHY THIS ROUTE?



ROUTE HISTORY PUBLICATION



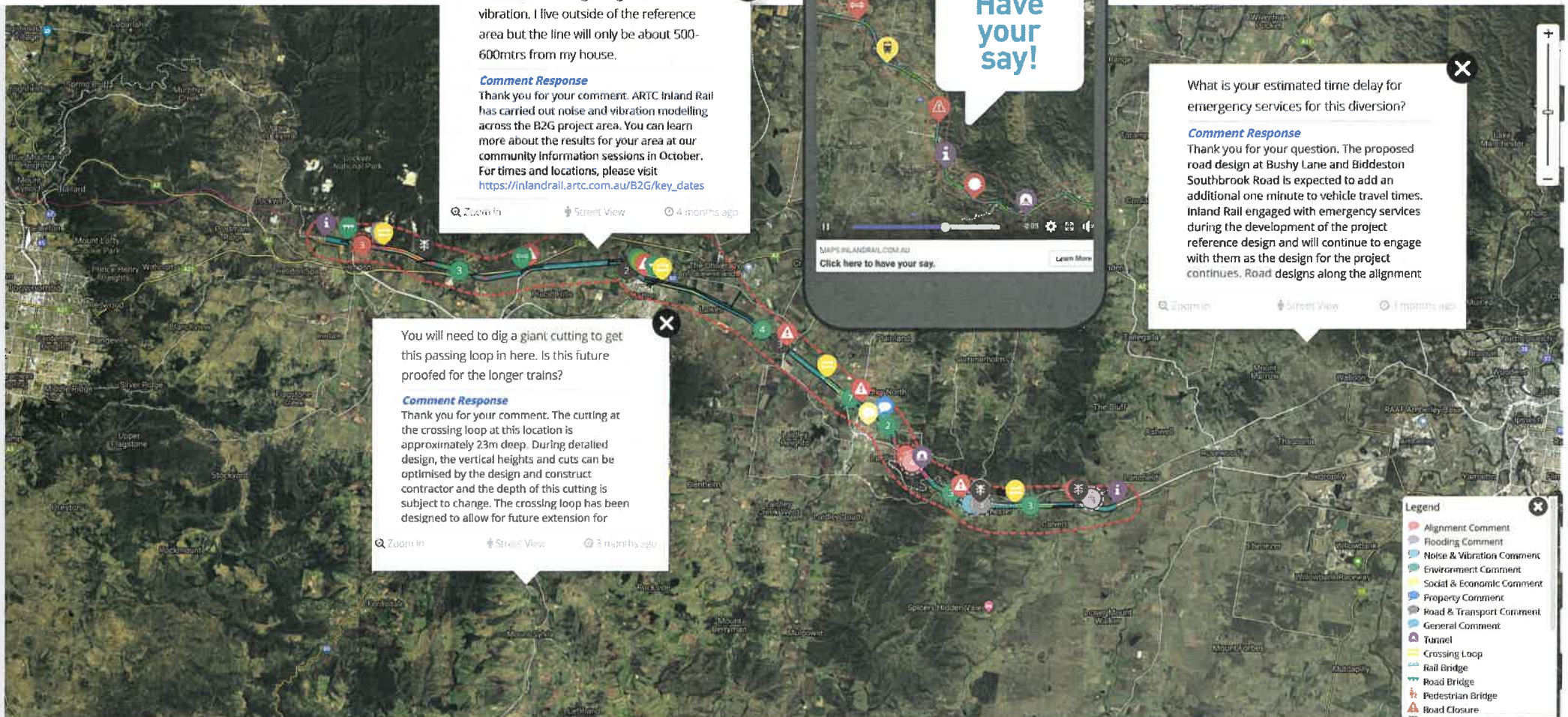
- ▶ documents decisions on the alignment and the 2km study area 2006-2019

KEY SUCCESS FACTORS

Increasing transparency and more effective engagement

Online interactive maps

INLAND RAIL



KEY SUCCESS FACTORS

Confidence in our solutions

Crossing floodplains safely

- ▶ public safety first – we must mitigate floodplain impacts
- ▶ we must value local knowledge and earn respect for our floodplain modelling
- ▶ international expert panel to review floodplain designs.

INLAND
RAIL 



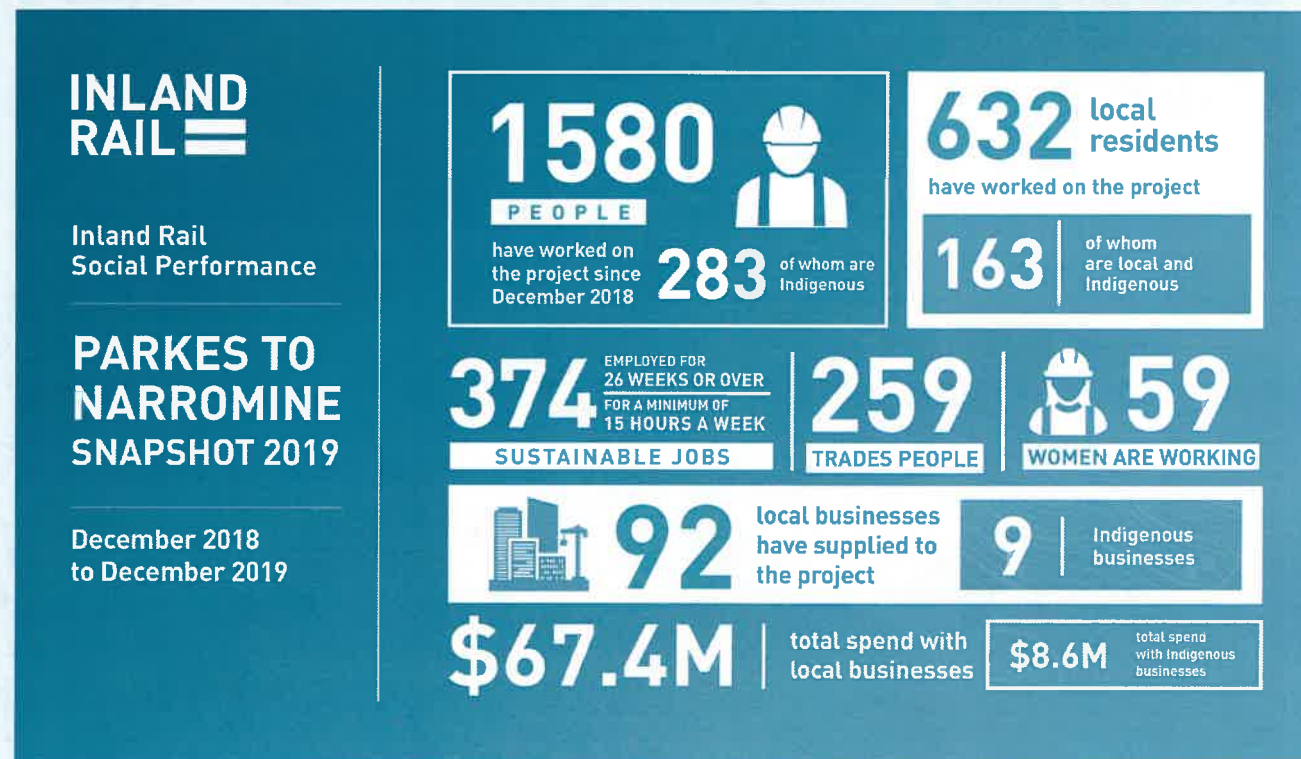
Image for discussion purposes only. Not final design.

KEY SUCCESS FACTORS



Jobs

A boost for local communities ...



A boost for regional economies

- ▶ \$20m to Rocla in Mittagong for concrete sleepers
- ▶ \$17.2m to Liberty Steel in Whyalla for rail underway.

NEXT UP ► NARRABRI TO NORTH STAR

- ▶ tender award (three short-listed)
- ▶ local industry capability workshops (Moree, Narrabri)
- ▶ construction starts 2020.



KEY SUCCESS FACTORS

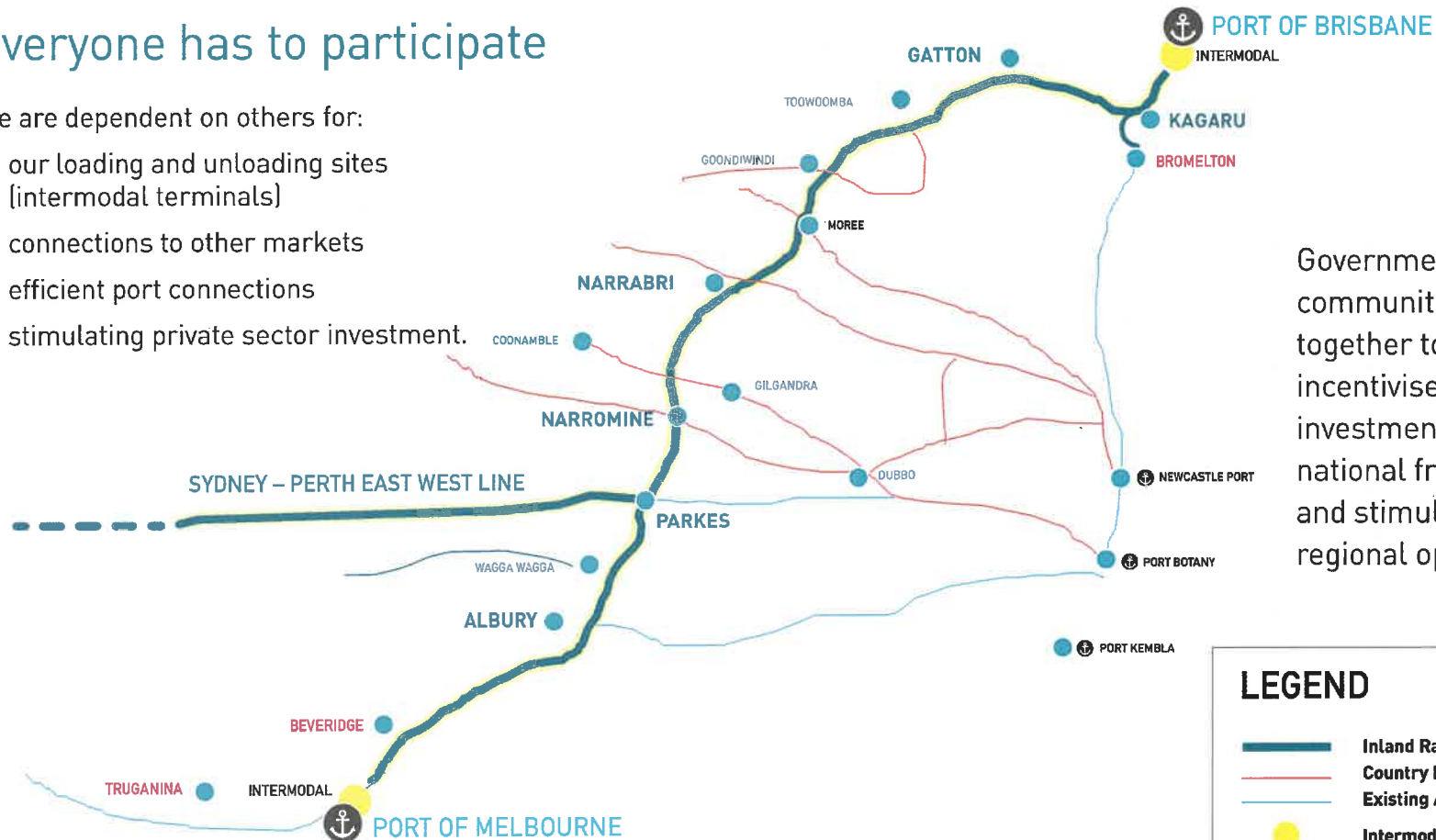


Everyone has to participate

We are dependent on others for:

- ▶ our loading and unloading sites [intermodal terminals]
- ▶ connections to other markets
- ▶ efficient port connections
- ▶ stimulating private sector investment.

Governments, industry and communities must work together to deliver and help incentivise the right industry investments to meet our national freight challenge and stimulate new regional opportunities.



Representative map for explanatory purposes only

EXECUTIVE TEAM



**JOHN
FULLERTON**

CEO and Managing
Director – ARTC



**RICHARD
WANKMULLER**

CEO – Inland Rail



**REBECCA
PICKERING**

Director Engagement,
Environment and
Property – Inland Rail

Mr John Fullerton is Managing Director and Chief Executive Officer of Australian Rail Track Corporation Ltd and was appointed to the position in February 2011.

Mr Fullerton has over 35 years' experience in the rail industry across Australia and currently holds the position as Non-Executive Director of the Australasian Railway Association and is the Alternate Non-Executive Director of Hunter Valley Coal Chain Coordinator Ltd.

Mr Fullerton is also a member of the Freight on Rail Group having served as its inaugural Chairman from 2015 to 2018.

Mr Fullerton was previously Chief Executive Officer of Freight Link Pty Ltd and Asia Pacific Transport Pty Ltd, Chairman of Rail CRC Ltd, Non-Executive Director of Tasmanian Railway Pty Ltd, Non-Executive Director Rail Industry Safety and Standards Board Ltd and inaugural Board Member for South Australian Young Entrepreneur Scheme.

Mr Fullerton has held other senior executive roles in the rail industry including Chief Operating Officer at National Rail Corporation and Divisional General Manager (Operations) at Pacific National.

Mr Fullerton has been listed in the Top 100 Influential Engineers in Australia for four consecutive years from 2011 to 2014.

Richard Wankmuller was appointed to the role of CEO Inland Rail in April 2018 and oversees the delivery of both the development and construction elements of Inland Rail.

Richard has more than 35 years' senior management experience in both the private and public sectors, including significant time in CEO and Managing Director roles, and has held both executive and non-executive Director positions with some of the world's largest global engineering and construction companies, including Cardno, GHD and Parsons.

Although having lived in Australia for some years, Richard's time in the USA and Europe has added a global perspective to his approach to the planning, financing, design and delivery of large infrastructure projects and programs. He has helped clients develop and deliver more than \$35 billion worth of infrastructure programs across a wide variety of stakeholder interests, in many parts of the world.

Richard understands the vital nature that rail plays in Australia's national supply chain. As the leader of this once-in-a-generation and Australia's largest rail freight infrastructure project he recognises the key role that communities, ARTC's customers, and a wide range of stakeholders play in shaping the success of Inland Rail.

Rebecca joined the Inland Rail team in August 2018 and is responsible for leading Inland Rail's community and stakeholder engagement, and property access and acquisition functions, and directing the Programme's environmental and social management area. Her remit covers Inland Rail's entire 1,700 km alignment comprising 13 individual projects across 36 local government areas in Victoria, New South Wales and Queensland.

A chemical engineer by background, Rebecca's extensive experience was honed within the energy industry in both the UK and Australia with leadership roles ranging across policy and regulation, strategy and portfolio management, stakeholder relations, gas field operations, safety leadership, and reputation management.

Before joining ARTC Inland Rail Rebecca was with Origin Energy, where she led the environment, community and land access work for the \$25 billion-dollar Australia Pacific LNG Queensland coal seam gas fields approvals and development phases.

EXECUTIVE TEAM



BRAD JACKSON

Director, Program
Deliver – Inland Rail

Brad joined the Australian Rail Track Corporation (ARTC) in 2019 and, as Inland Rail's Director of Program Delivery, is responsible for leading the Inland Rail Program team and overseeing the delivery of construction of the 1,700km Melbourne to Brisbane alignment.

Brad is a Civil Engineer with a strong delivery and commercial focus and more than 30 years' experience. He has significant rail infrastructure development experience at Project Director and Business Unit General Manager level. Brad's recent history is delivering a portfolio of major metro infrastructure projects in both Queensland and Victoria for various government authorities with differing types of contract delivery. During this time he was in charge of the development and delivery of over \$10 billion in infrastructure.



SIMON ORMSBY

Group Executive, Strategy
and Corporate Development

Simon has over 20 years' experience in operational management, infrastructure project delivery, and strategic development.

He has held a range of senior positions focused on commercial and operational disciplines, and has demonstrated experience in leading the Australian Rail Track Corporation through complex corporate and regulatory challenges.

In his current role he is responsible for developing long-term strategic partnerships with government, industry and business clients to leverage growth markets. This work has involved the formulation of value creation strategies to overcome both strategic and operational challenges.

Simon is responsible for corporate planning, development of infrastructure strategies across the business, including the Hunter Valley Coal Network. He is responsible for corporate, commercial and network development and securing funding and investment partners to build ARTC's portfolio. He is also accountable for the company's access undertakings and contractual models, fulfilling ARTC's obligations to the ACCC.

In addition to his role with ARTC, Simon serves as:

- ▶ Deputy Chair, Australian Logistics Council
- ▶ Executive Committee Member, Freight on Rail Group
- ▶ Alternate Director, Australasian Rail Association



INLAND RAIL



FURTHER INFORMATION:

artc.com.au

inlandrail.com.au

infrastructure.gov.au

inlandrail.gov.au

Additionally you may seek answers to specific questions at:

 1800 732 761

 inlandrailenquiries@artc.com.au

ARTC

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

INLAND RAIL'S OPERATING ENVIRONMENT

EXPORT

Market dependent on
access to ports

- ▶ Currently narrow gauge access to Port of Brisbane
- ▶ Market may be shrinking and there is vocal opposition to coal trains.

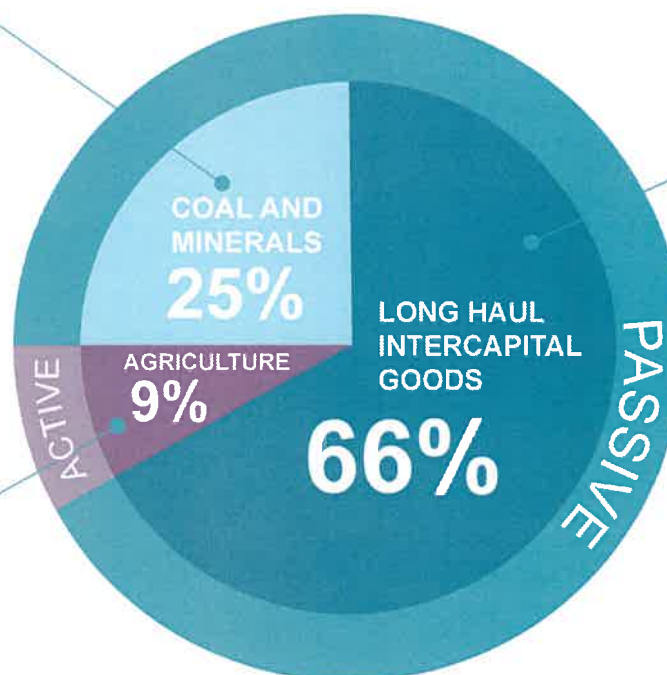
EXPORT/DOMESTIC

Market **needs**

- ▶ Access to ports
- ▶ Dual gauge
- ▶ Connectivity
- ▶ Interoperability

We are heavily reliant on others to achieve these goals

MARKET CHARACTERISTICS



DOMESTIC

Domestic market that needs **<24 hours** with a premium service close to that of trucks (<20 hours)

- ▶ Current Inland Rail route plan is 23.5 hours (so has minimal, if any, headroom) and express at ≈ 21 hours
- ▶ Heavily reliant on others to provide world-class loading/unloading, storage and distribution centres
- ▶ These centres will create long-term jobs and incorporate the latest logistical technologies.

ASSET CHARACTERISTICS

INLAND RAIL WILL HAVE A SERVICE LIFE OF 50 TO 100 YEARS