



Australian Government

BUILDING OUR FUTURE



PROCESS TO REFINE THE ROUTE

This document describes how ARTC undertakes a 'like for like' comparison of alternative route options and is applied along the entire Inland Rail route. There are three elements.

Alternatives are compared on their ability to meet the **SERVICE OFFERING**



TRANSIT TIME

requires a transit time from Melbourne to Brisbane in less than 24 hours



RELIABILITY

requires 98 per cent reliability to freight customers



COMPETITIVE PRICING

requires competitive pricing for freight customers



AVAILABILITY

requires suitable train paths at the times that suit the needs of the market

This is the level of service required by rail operators and freight customers

Alternatives are compared on basis of **COSTS**



CONSTRUCTION ESTIMATE



OPERATING COSTS

This is the construction estimate, and track maintenance and train operating costs for customers

And a range of factors is considered in a **MULTI-CRITERIA ANALYSIS**



TECHNICAL VIABILITY (17%)

considers the alignment, impact on public utilities, geotechnical conditions, impacts on existing road and rail networks, flood immunity and hydrology and future proofing



ENVIRONMENTAL IMPACTS (12.5%)

considers the ecological impacts (flora, fauna and habitats), visual impacts, noise and vibration impacts, flooding and waterway impacts and the effect on air quality and greenhouse gas emissions



SAFETY ASSESSMENT (16.5%)

considers construction safety, operational safety, public safety, road safety interfaces and emergency response



COMMUNITY & PROPERTY IMPACTS (12.5%)

considers property impacts, Indigenous and non-Indigenous heritage, heritage, impact on community, community response and current and future land use and links to economic impacts



OPERATIONAL APPROACH (16.5%)

considers the impact on travel time, reliability and availability, and network interoperability and connectivity including interfaces with rail terminals and network



APPROVALS & STAKEHOLDER ENGAGEMENT (12.5%)

considers planning and approval requirements, State and Federal agency buy-in, Local government buy-in, other statutory and regulatory approvals and service authorities, such as utilities etc.



CONSTRUCTABILITY & SCHEDULE (12.5%)

considers construction duration, access, and complexity, resources, interface with operational railway and staging opportunities

This is a broad range of qualitative and quantitative criteria that is considered as part of the Multi-Criteria Analysis (MCA). The MCA process is recognised as an industry standard and is widely used in Australia and internationally.

The final step in the process is that ARTC makes a recommendation to the Minister for Infrastructure and Transport through the Melbourne to Brisbane Inland Rail Steering Committee.

This approach is considered to represent industry best practice. It is applied across the entire Inland Rail Programme to ensure a consistent approach to the 'like for like' comparison of all alternative route options.