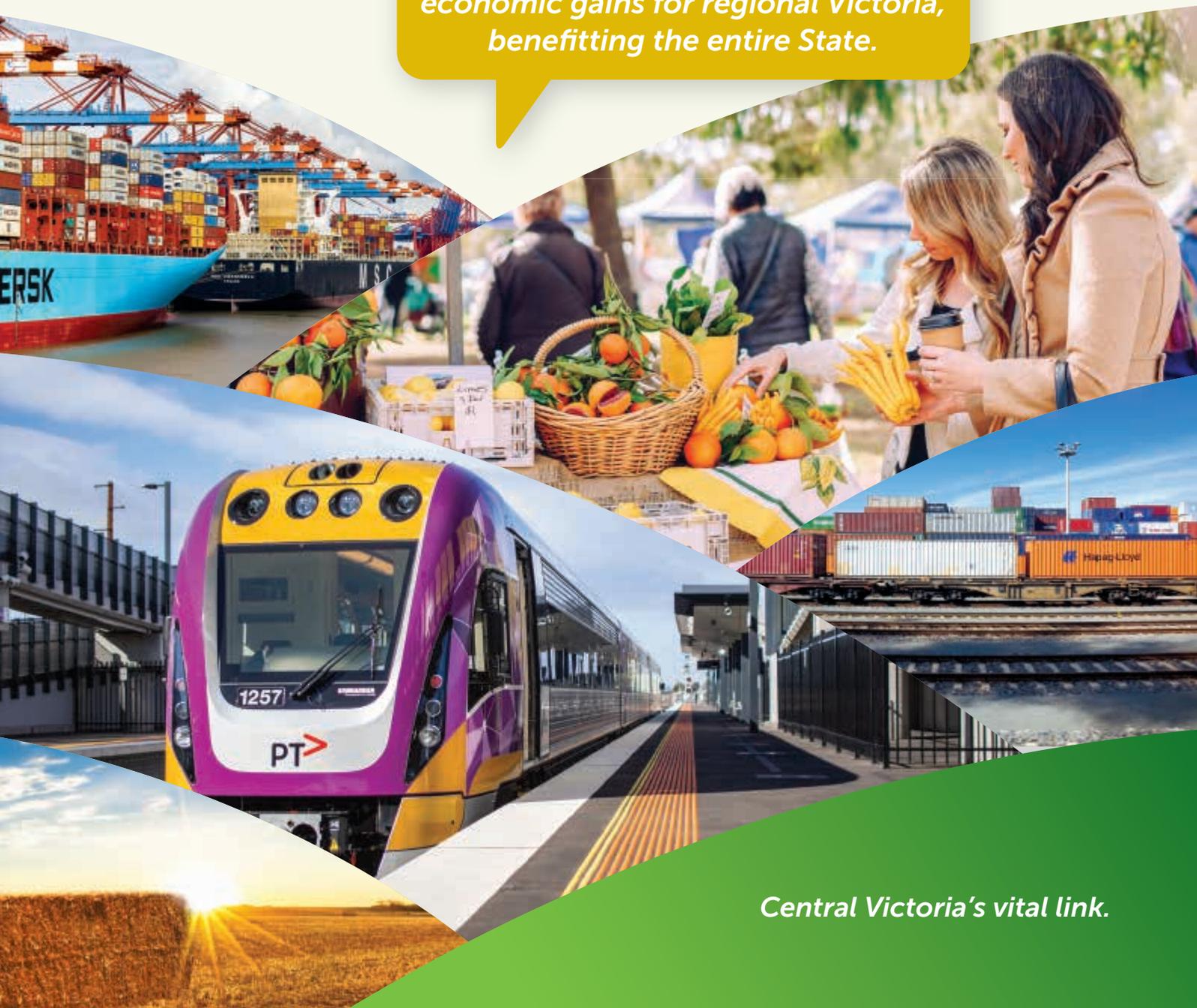
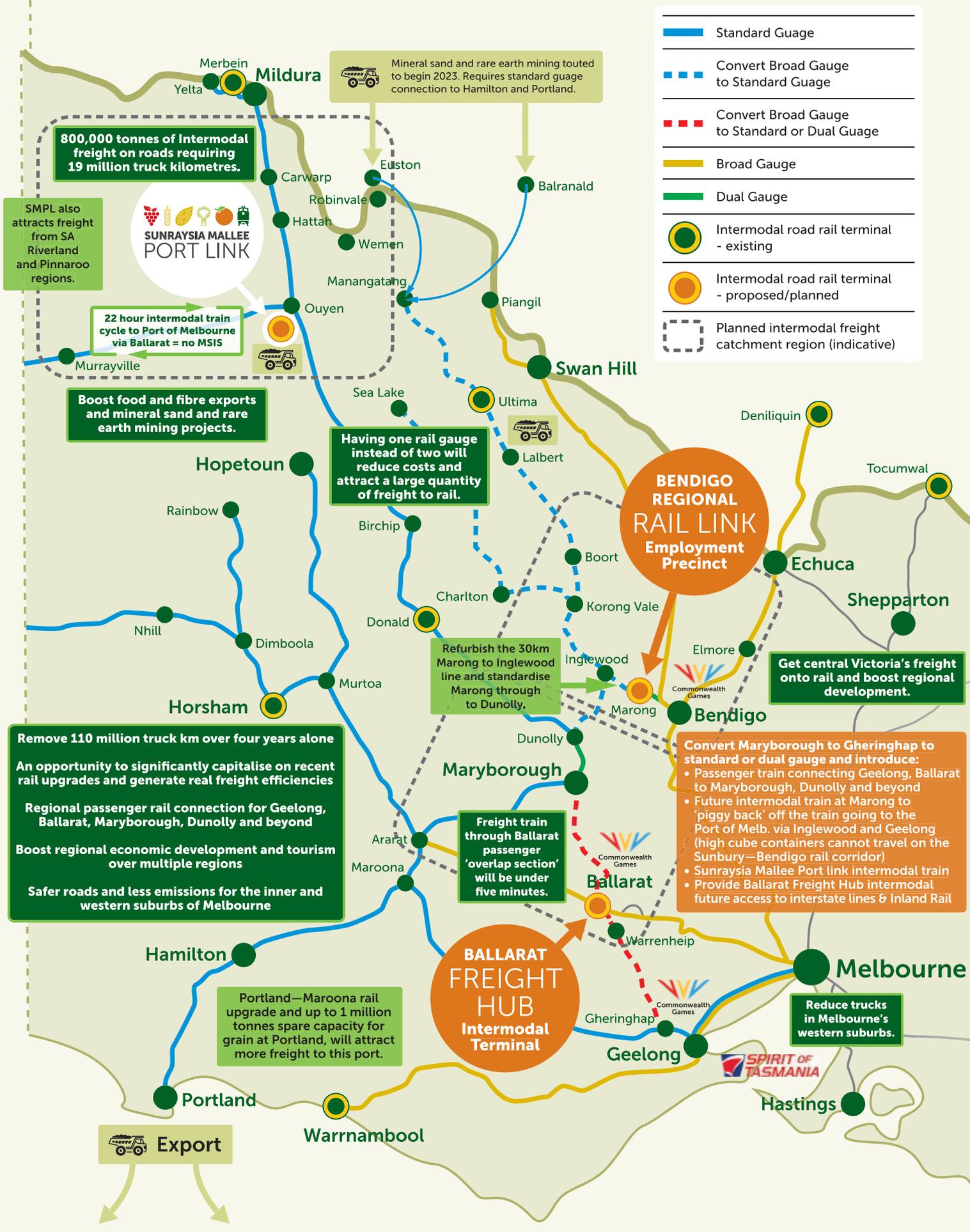


Central Victoria Rail Connection A Commonwealth Games Legacy

An investment that will generate significant environmental, social and economic gains for regional Victoria, benefitting the entire State.



Central Victoria's vital link.



Central Victoria Rail Connection

A Commonwealth Games Legacy

Victoria's Environment

- Significant contribution to achieving Victoria's emissions reduction targets for 2025 and 2030. Transport is the State's second largest carbon emitter and agriculture is third.
- An opportunity to further capitalise on recent rail upgrades and generate significant freight and port efficiencies.
- **Remove 110 million truck kilometres and 501,000 tonnes of carbon emissions over a four year period alone.**
- Put freight onto rail to reduce road trauma and congestion while improving air quality for all Victorians especially in Melbourne's western suburbs.

Social Connectivity and Safety

- Regional passenger rail connection for Geelong, Ballarat, Maryborough, Dunolly and beyond.
- Improve accessibility at train stations (eg. install lifts at Ballarat Station)
- Safer roads from the top of the State, to the south, including a reduction of trucks in the inner and western suburbs of Melbourne.

Multi-regional Economic Development

- A great opportunity to boost economic development over multiple regions.
- Boost food and fibre exports and increase mineral sand and rare earth mining projects.

Enhance critical interstate supply chains and defence logistics

- Strategically provide interstate standard gauge rail connections to Ballarat and Bendigo for drought proofing, management of supply chain and shipping disruptions and enhance national defence logistics.

Improve Tourism

- Link Geelong's tourism hub including the Spirit of Tasmania (October 2022), Great Ocean Road and the Ballarat / Central Goldfields regions.
- Ideal for 2026 Commonwealth Games regional cities; Geelong and Ballarat.

The project

Passenger train linking Geelong, Ballarat, Maryborough, Dunolly and beyond.

- Standard gauge regional city intrastate passenger rail service, improving social connectivity, tourism and transport for the Commonwealth Games.

Provide rail to the proposed Bendigo Regional Employment Precinct at Marong by refurbishing and standard gauging the existing line to Inglewood and link trains to the existing intermodal service going through Inglewood (and Gheringhap in future) to the Port of Melbourne.

- High cube shipping containers not able to travel on rail to the Port of Melbourne on the Bendigo and Sunbury rail corridor.

- Standard gauge access to the Bendigo region will provide a link to intrastate and national rail networks which is vital for manufacturing, primary production, mineral sands & rare earths, Southern Shorthaul Rail and strategic defence logistics.

Provision for standard gauge link of Ballarat Freight Hub intermodal to interstate lines and Inland Rail

- Support producers and transporters in the region and incentivise further shifting of freight from road to rail.
- Allowing for a standard gauge will provide access to Portland and interstate lines (eg. CHS Broadbent Moree site - Inland Rail).

What's required?

Freight

- Refurbish and standardise 30km of line from Inglewood to Marong (or consider 6km to Bridgewater).
- Convert the 38 km Inglewood to Dunolly line from broad gauge to standard gauge.
- **'Reinstatement of the Ballarat rail freight corridor plan' of 22.09.2021 and costed by the PBO on 16.09.2022 at \$115.1 million.**
- Convert the 132 km from Gheringhap through to Maryborough from broad gauge to standard gauge or dual gauge after considering the cost - benefit of each option and the need for PTV to use the Gheringhap path to run Vlocity trains to Ballarat for maintenance rather than using the spare capacity on the Bacchus Marsh line.
- Extend passing loops to cater for modern longer freight trains.
- Consider if a long term plan for a freight rail bypass of Ballarat is required.

Passenger

- Standard gauge passenger train rolling stock to travel between Geelong, Ballarat, Maryborough, Dunolly and beyond.
- 'The passenger/freight separation plan for Ballarat will allow **freight trains to travel through the 'overlap section' in under 5 minutes at 40km/hr and not disrupt passenger trains.**
- Convert 2.6 km broad gauge to dual gauge from North Geelong to Geelong to allow standard gauge passenger trains (platform 3 most likely)
- Extra passing / crossing loops between Gheringhap and Ballarat to allow for passenger and freight separation.
- Undertake maintenance work on the Ballarat and Dunolly train stations.
- Install lifts and above track path between platforms 1 & 2 at Ballarat station (currently people with wheelchair or mobility aid, or a pram have to use the Lydiard St level crossing).

Complementary projects

'Sunraysia Mallee Port Link (SMPL) is ready to go'

- *Needs a rail link via Ballarat to the Port of Melbourne.*
- *Mildura Rural City Council LGA agriculture production is the most of any local government area in Australia ABS for 2020.21. Plus Wentworth and Robinvale regions.*
- SMPL business case: by 2023 80% of the 1 million tonne of intermodal freight in catchment region will go by road needing 19 million truck kms p.a. because other intermodal services are too far or in opposite direction. **Forecast increase by 2026: 957,000 tonnes by road and 24.6 million truck km p.a.**
- Resumption of *mineral sand and rare earth mining (numerous exploration licences in last 6 months close to SMPL).*

Conversion of the Manangatang and Sea Lake rail lines to standard gauge

- *Having the one rail gauge, instead of two, in north west Victoria will reduce costs, generate efficiencies and attract a lot of freight to rail.*

- All bitumised level crossings have been converted to standard gauge already.
- Ultima Intermodal rail siding sleepers are designed for easy conversion from broad gauge to standard gauge.
- **Increase port competition** by allowing more grain to Portland.
- **Mineral sand and rare earth mining in SW NSW – touted to start 2023: needs standard gauge rail** to Hamilton and Portland (otherwise facing tens of millions of extra truck km over life of mines).
- Mineral sand and rare earth mining set to commence at Lalbert requires the Manangatang line to be converted to standard gauge.

Portland–Maroona Rail Upgrade–ARTC

- ARTC upgrade its Portland rail line (being planned) to incentivise usage of significant spare port capacity (up to 1 million extra tonnes of grain) and **help alleviate Ballarat rail corridor congestion concerns.**