



About Surat Basin Rail

Often referred to as the 'Southern Missing Link', Surat Basin Rail is a 214 kilometre railway that will connect the vast Surat Basin coal reserves with the Port of Gladstone, and the future coal industry-owned Wiggins Island Coal Export Terminal (WICET).

Who is the Surat Basin Rail Joint Venture?

The Surat Basin Rail Joint Venture is an Australian based consortium made up of three partners:

- ATEC (Dawson Valley Railway) Pty Ltd
- Xstrata Coal Surat Basin Rail Pty Ltd
- QR Surat Basin Rail Pty Ltd.

In July 2007 the Joint Venture was awarded an exclusive mandate by the Queensland Government to investigate the feasibility of developing an open-access, multi-use rail link to connect the Western Railway System with the Moura Railway System.

How will the project be funded?

The Joint Venture is looking at a range of ways to fund the project in accordance with the terms and conditions of the exclusive mandate agreed with the Queensland Government.

When will construction commence?

The Joint Venture is endeavouring to commence construction in 2012, pending commercial agreements with foundation customers. Construction will take approximately two and a half years and will depend on the weather.

Fast facts

214 kilometres of single track with up to **7** passing loops

48 major road and rail bridges including a **415** metre long, **50** metre high bridge crossing Downfall Creek

14 technical studies undertaken as part of the EIS

22-24 diesel powered train movements per day up to **2.5** kilometres in length

42 million tonne transport capacity of coal per year

Where will the railway be built?

The Surat Basin is a 27,000 square kilometre region that stretches from Queensland to northern New South Wales. The region has a strong agricultural industry and a flourishing resources industry based on its vast reserves of thermal coal.

Surat Basin Rail will connect the Western Railway System, near Wandoan, to the Moura Railway System, near Banana.



Why do we need Surat Basin Rail?

Surat Basin Rail will boost the Queensland and Australian economies by generating job opportunities, real growth and export earnings. The project supports the continued growth of the coal industry, which is Australia's largest export industry.

How is the land being acquired?

A railway corridor approximately 60 metres wide (wider in some sections) will be acquired from landowners and fenced along its entire length. The Queensland Government will acquire the railway corridor and lease it to the Joint Venture for the construction and operation of the railway.

The Department of Infrastructure and Planning and the Surat Basin Rail Joint Venture will work directly with all affected landowners on a case-by-case basis to assess fair and reasonable compensation. The Joint Venture has endeavored to develop, and will continue to foster, a strong connection with the local community and directly affected landowners.

Milestones and next steps, as at March 2011

Q1 2015	Finish construction and commence operation
Q1 2012	Commence construction
Q1 2012	Final investment decision
Q1 2011	Surat Basin Infrastructure Corridor declared a state development area (SDA)
Q4 2010	Receive Environmental Impact Statement (EIS) approval to proceed from the Queensland Government
Q1 2010	Finalise reference design
Q4 2009	Initial Expressions of Interest from existing and potential coal producers
Q4 2009	Submit business case and agree the draft principles for a Development Agreement with the Queensland Government
Q4 2007	Identify preferred rail route following stakeholder engagement, community consultation and detailed social, economic and environmental impact investigations

Where can I find out more?

To find out more, visit our website www.suratbasinrail.com.au or email us at info@suratbasinrail.com.au.

