

SOVEREIGN BUILD CORPORATION

MORAL MAJORITY PARTY SBC CONSORTIUM PROSPECTUS

An Invitation to Join the Largest Infrastructure Coalition in Australian History

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This document is a working document. All figures are indicative pending formal engineering study.

THE PROPOSITION

The Sovereign Build Corporation is a multimodal elevated viaduct — electrified freight, maglev passenger at 550km/h, HVDC transmission and services — built above existing Australian rail corridors. Phase 0 runs Melbourne → Tullamarine (Melbourne Airport) → Sunbury → Castlemaine → Bendigo → Echuca → Benalla → Wangaratta → Albury → Wagga Wagga → Canberra → Western Sydney Airport (WSA) → Muswellbrook (Hunter Hub, Phase 0.1 junction) → Tamworth → Armidale → Deepwater → Stanthorpe → Toowoomba Wellcamp (continental eastern hub) → Brisbane. 2,423 km. Complete before HSRA delivers the Sydney-Newcastle line. Seven services on every kilometre. Wellcamp is the quadruple junction where Phase 0, SBC#1, the Phase 0-2 Northern Spur and the Phase 0-3 Brisbane Southern Link all converge — making the Wagner family's 800ha Wellcamp site the single most strategically significant infrastructure parcel in Australia.

The SBC is not a government project waiting for a tender. It is a commercial infrastructure coalition seeking founding partners with skin in the game. The government makes one investment — the freight line. Everything above it is commercially self-funded from freight and HVDC revenue.

The case in three numbers

Six service viaduct	vs	\$235M/km — SBC for 7 services
Phase 0 — one integrated programme	vs	Melbourne-Brisbane before HSRA Sydney-Newcastle is finished
2,290km Melbourne–Brisbane spine	vs	+ 111km Newcastle spur, integrated build

THE TWO-MODE PHILOSOPHY — ONE VIADUCT, 7 SERVICES

Every kilometre of SBC viaduct — Phase 0, Phase 0.1 spur, all transcontinental corridors, all Phase 0-2/0-3 spurs — carries 7 services on the same infrastructure: 2 Maglev passenger (550 km/h), 3 Electrified freight tracks, HVDC transmission (72GW), water transmission, gas, fibre, and groundwater bores at every pylon footing. This is fundamentally different from HSRA (passenger only) or Inland Rail (freight only). One viaduct. 7 services. \$146M/km volume versus \$474M/km for one mode.

Why 2,423 km when Melbourne to Brisbane is 1,300 km direct?

Because the SBC connects three capital cities (Melbourne + Canberra + Sydney via WSA + Brisbane), every inland farming community on the Newell/New England Highway corridor, the Wellcamp continental hub, and removes freight from the coastal rail network.

A direct 1,300 km line would serve only two cities and zero freight communities. Inland is how we deliver four-service capacity to the entire continent — at a 1.85× crow-flies ratio that is significantly better than Inland Rail Australia's 2.40× for one mode.

One viaduct. 7 services. Inland route. The whole point of the SBC is multimodal capacity on a single corridor at less than the cost of HSRA's single-mode passenger-only proposal.

PHASES AND PYLONS — THE BUILD SEQUENCE

Five phases form the spine and transcontinental network.

Phase 0 is a single integrated build delivering the Melbourne-Brisbane spine and the Newcastle spur together, completed before HSRA's Sydney-Newcastle line. Phase 1/2/3 transcontinental corridors follow, funded by

Phase 0 operating revenue. Two parallel phase tracks deliver east/south-coast spurs (Phase 0-2 and Phase 0-3). Two pylon designs: Design B (37.5m) for eastern seaboard with community water pipe;

Design A (50m) for inland transcontinental with full continental water conduit.

Phase	Track	Corridors	Pylon
0.1	Sequential	Newcastle → Muswellbrook spur (Hunter, 111 km)	Design B
0	Sequential	Melbourne → Brisbane eastern spine (2,290 km)	Design B
1	Sequential	SBC#1 + SBC#2 (~6,169 km)	Design A
2	Sequential	SBC#3 + SBC#4 (~5,344 km)	Design A
3	Sequential	SBC#5 + SBC#6 (~5,587 km)	Design A
0-2	Parallel	Eden + Northern spurs (~1,715 km)	Design B
0-3	Parallel	Brisbane Southern + Melbourne–Adelaide (~1,203 km)	Design B

Design A (50m, full continental water conduit) is the purpose of the inland transcontinental phases. Captures northern rainfall, gravity-feeds via Alice Hub at ~520m to the Murray-Darling basin. Co-funded by water authority.

THE NETWORK — ALL CORRIDORS GOOGLE MAPS VERIFIED

Corridor	Route	Length	Max slope	Tunnels
Phase 0.1	Newcastle → Muswellbrook (Hunter spur — Newcastle connection to Phase 0 spine)	111.14 km	15.1°	Zero
Phase 0	Melbourne → Tullamarine → Bendigo → Albury → Canberra → WSA → Muswellbrook → Wellcamp → Brisbane	2,290 km	0.7°	Zero
SBC#1	Brisbane → Kalgoorlie → Perth	3,536 km	1.2°	Zero
SBC#2	Darwin → Alice → Port Augusta → Port Adelaide	2,633 km	0.6°	Zero
SBC#3	Albury → Mount Isa → Karumba	2,171.49 km	1.3°	Zero
SBC#4	Mackay → Mount Isa → Port Hedland	3,173 km	3.5°	Zero
SBC#5	Derby → Kalgoorlie → Esperance	2,040.63 km	0.2°	Zero
SBC#6	Albany → Kalgoorlie → Alice → Mt Isa → Port Douglas	3,546.56 km	1.1°	Zero
Eden spur	Canberra → Cooma → Eden (Phase 0-2)	249.3 km	9.2°*	See *

Corridor	Route	Length	Max slope	Tunnels
	future freight corridor)			
Northern Spur	Wellcamp → Mackay → Cairns → Cape Tribulation (Phase 0-2 east coast spur)	1,465.45 km	1.5°	Zero
Brisbane Southern Link	Wellcamp → Brisbane → Coffs → Port Macquarie (Phase 0-3 east coast spur)	537.03 km	10.7°*	See *
Melbourne–Adelaide Spur	Melbourne → Ballarat → Bordertown → Adelaide (Phase 0-3 southern spur)	665.51 km	6.0°*	See *
TOTAL	All corridors	~22,419 km	3.5° main network*	Zero on Phase 0 + main network

* Eden spur (9.2°), Brisbane Southern Link (10.7°), and Melbourne–Adelaide Spur (6°) are Phase 0-2 and Phase 0-3 future freight corridors — not Phase 0 construction. Slope concentrated on Great Dividing Range / Mount Lofty Ranges escarpment descents to the coast; median slope 0° or 0.1° across each full corridor — most of each spur is near-flat. Escarpment sections require detailed engineering study (switchback, short tunnel, or alternative route) in respective design phases. Adelaide Hills section has the strongest engineering precedent (existing road and rail tunnels through same range). Northern Spur (1.5° max) is clean — coastal-adjacent terrain its full length, zero tunnels. Phase 0 and all seven main transcontinental corridors remain zero tunnels and max 3.5°.

All measurements independently verified on Google Maps Advanced Measurements. Median slope 0° across every main corridor. Zero tunnels required on Phase 0 or the core national network. Four spurs add ~2,917km of east and south coastal population access. Seven of eight Australian capital cities directly network-connected — only Hobart excluded (no rail bridge to Tasmania possible).

THE NATIONAL PORT NETWORK — LOGISTICS BACKBONE

Australia is an island economy. Every dollar of export and import value moves through ports. The SBC national network is structured so that every major Australian commercial port is either directly connected or within a short spur of the mainline. This is not incidental to the SBC design — it is the point.

Competing proposals serve different purposes. HSRA connects passenger city centres via tunnels. Inland Rail connects two freight terminals on one route. The SBC connects the nation's ports — every major one — on a dedicated electrified multimodal network that also carries passengers, HVDC transmission, water, gas and fibre. This is the national logistics backbone Australia has never had.

Port	Corridor	Role / Significance
Port of Melbourne	Phase 0 (southern terminus)	Australia's largest container port
Port Botany (Sydney)	Phase 0 via WSA	Top-3 container port; M5 truck relief
Port Kembla	Phase 0 via WSA	Bulk + motor vehicle import
Port of Newcastle	Phase 0.1 spur	World's largest coal export port
Port of Brisbane / Fisherman Is.	Phase 0 (northern terminus)	Container + bulk, QLD gateway
Eden	Phase 0-2 Eden Spur	Deep-water port with strategic expansion potential
Townsville	Phase 0-2 Northern Spur	North QLD container + bulk
Mackay / Abbot Point	Phase 0-2 Northern Spur / SBC#4	Coal, sugar, bulk exports
Port Adelaide	SBC#2 + Phase 0-3 (double junction)	SA gateway, grain + container
Fremantle / Kwinana (Perth)	SBC#1 (western terminus)	WA container + bulk
Port of Darwin	SBC#2 (northern terminus)	Northern Territory strategic port
Karumba / Gulf of Carpentaria	SBC#3 (northern terminus)	Gulf agricultural + mining exports
Port Hedland	SBC#4	World's largest bulk export port by tonnage
Dampier	SBC#4	Iron ore + LNG export
Hay Point	SBC#4	Major coal export port
Port of Broome	SBC#5 (northern terminus)	Northern WA gateway
Esperance	SBC#5 (southern terminus)	Southern WA grain + mineral exports

Geraldton (WA mid-west) is not directly on a current corridor and would require a dedicated spur. Hobart is excluded — no rail bridge to Tasmania is possible. Gladstone is likely covered by the Phase 0-2 Northern Spur, pending detailed corridor design.

SBC CONNECTS EVERY MAJOR AIRPORT — SPINE OR SPUR IN EVERY STATE

The SBC route links directly with the main airport in every state, either on the spine itself or via a dedicated spur. Tullamarine (Melbourne Airport), Canberra, Western Sydney Airport (WSA) and Toowoomba Wellcamp sit directly on the Phase 0 spine. Perth Airport is on the SBC#1 transcontinental spine. Brisbane, Adelaide, Darwin, Hobart and every regional airport of strategic significance are reached by spur from the nearest corridor junction. No capital-city airport in Australia is left off the network.

STRATEGIC-NATIONAL IMPLICATIONS

Three national-strategic implications follow from the port-and-airport framing. They are not marketing features — they are direct consequences of building the network this way.

Fuel sovereignty.

Domestic freight is approximately 75 percent by tonnage on diesel road transport, dependent on Middle East and Asian fuel supply chains. The SBC provides electrified freight on every major export and import route. If fuel imports are disrupted, the SBC keeps moving. The SBC is the logistics counterpart to fuel sovereignty policy.

Defence logistics.

Australia's defence posture depends on the ability to move materiel between ports and between coastal and inland bases in a crisis. The current network cannot do this at scale. The SBC is, incidentally, a national defence logistics backbone. Port Hedland, Darwin, Newcastle, Brisbane, Fremantle, and Port Adelaide — all connected on dedicated electrified rail. In the DSR and AUKUS-era defence conversation, this is a serious argument.

Supply chain resilience.

COVID demonstrated how fragile single-route supply chains are. The SBC provides redundant, electrified, sovereign-controlled logistics across the continent. Port-to-port container redistribution becomes viable for the first time. Ships that currently call at only one Australian port because coastal rebalancing is uneconomic will start calling at two or three — because moving containers between Australian ports by SBC rail is cheap and fast. Australian port capacity effectively expands without building new ports.

WATER DELIVERY — CONTINENTAL TRANSFER AT SCALE

The SBC viaduct carries water as one of its seven services. This is not an add-on. It is a continental-scale water transfer system built into the infrastructure at no additional corridor cost. Two specifications deliver two different service levels — community pipe on Phase 0 and the spurs, and continental conduit on the transcontinental corridors. Combined across the network via Alice Hub pumped-hydro energy storage, the SBC delivers up to 30,000 GL per year from northern wet-tropics catchments to the Murray-Darling basin.

Specification	Applied to	Capacity	Function
Design B — 1m community pipe	Phase 0 (eastern seaboard spine), Phase 0.1 (Newcastle spur), and all Phase 0-2 / 0-3 spurs	~75 GL/yr	Community water supply to corridor nodes; gravity-fed where terrain permits
Design A — 15.2m × 9.6m concrete conduit	Phase 1-3 transcontinental corridors (SBC#1-6, inland and northern)	~11,460 GL/yr per corridor	Continental water transfer between major catchments; between freight and upper deck
Network aggregate via Alice Hub PHES	Full transcontinental network operating with Alice Hub pumped-hydro energy storage	~30,000 GL/yr	Northern wet-tropics catchments → Murray-Darling basin; drought-proofing at national scale

Revenue at network scale:

\$3–5B per year from the 30,000 GL/yr water transfer, at agricultural and municipal water rates of \$100–170 per gegalitre. Co-funded by water authorities on Design A corridors where continental transfer is specified. Compare: desalination delivers water at \$200–400 per gegalitre and requires dedicated coastal energy-intensive plants. SBC water transfer delivers at roughly half the desalination cost, uses the viaduct already built for freight, maglev, and HVDC, and is powered sustainably via Alice Hub PHES.

Strategic effect on the Murray-Darling basin.

The basin today is under structural water stress. Northern-rivers wet-season flow exceeds Murray-Darling dry-season need, but there is no transfer infrastructure between them. Coastal catchments and the Gulf country receive water Australia's agricultural heartland cannot access.

The SBC changes this.

Design A conduit on SBC#2 (Darwin — Port Augusta), SBC#3 (Gulf Coast — Adelaide), SBC#4 (Port Hedland — Mackay) and SBC#6 (Mount Isa — Perth) lift water from northern catchments via Alice Hub PHES (elevation ~520m) to the Murray-Darling headwaters. Gravity does the rest. Southern agriculture gains water security; northern catchments monetise a resource currently running to the sea. Pending hydrological study, but the continental geometry works.

Why this matters at consortium level.

Water is the only critical service on the SBC that has co-funding pathways established at state and federal government level already. Water authorities are statutory bodies with revenue bases and infrastructure-investment mandates. Water transfer is the least-argued benefit category in Australian federal politics. Bringing state water authorities into the SBC consortium as Design A co-funders is structurally easier than negotiating freight, maglev, or HVDC partnership — the institutional pathways exist.

THE HUBS — SIX PHASE 0 NODES PLUS THE NETWORK

The Phase 0 infrastructure hubs were built by people who understood the problem before anyone else. Wellcamp by the Wagner family. WSA by the federal government. Tullamarine as Melbourne's international gateway. Canberra as the political capital. Albury promoted to Phase 0 hub with SBC#3 locked as Albury-terminus. Brisbane at Fisherman Islands Port. Together, Phase 0 directly connects four airports on a single corridor — Tullamarine, Canberra, WSA and Wellcamp — making it structurally different from any passenger-only HSR proposal.

Hub	Built by	SBC role
Toowoomba Wellcamp	Wagner Corporation — private	CONTINENTAL EASTERN HUB. Quadruple junction: Phase 0 × SBC#1 × Northern Spur × Brisbane Southern Link. 800ha Wagner land. Boeing Ghost Bat precinct. Qantas Pilot Academy. \$17M Export Hub. 37 min to Brisbane by SBC maglev. Single most strategically significant infrastructure parcel in Australia.
Western Sydney Airport	Federal Government — \$5.7B	Phase 0 Sydney hub. Phase 0.1 northern terminus. Port Botany + Port Kembla freight feed. 6,000 truck movements/day removed from M5.
Canberra	Commonwealth	Phase 0 political hub. Melbourne–Canberra 1.5hrs. Brisbane–Canberra 3hrs. Eden spur departs south. ACT on the national network for the first time.
Tullamarine (Melbourne Airport)	Existing federal/Victoria government infrastructure	Phase 0 Melbourne hub. Direct rail-to-airport intermodal at Melbourne's international gateway. First time Melbourne Airport is on the national rail network. Integrates with Sunbury growth corridor. Enables air-to-rail substitution on Melbourne-Sydney corridor.
Albury	Existing rail + airport	Phase 0 spine hub PLUS SBC#3 southern terminus. On the Murray. Southern gateway for all Gulf-to-Melbourne/Sydney/Brisbane freight.
Brisbane / Fisherman Islands	Port of Brisbane	Phase 0 northern terminus. Container + bulk port. Every Phase 0 train terminates connected here.

Wellcamp — the continental eastern hub

Wellcamp is a quadruple junction. Every maglev between Melbourne and Brisbane, every transcontinental train to Perth, every passenger service along the Queensland coast (Phase 0-2) and every passenger service along the NSW north coast (Phase 0-3) passes through Wellcamp. The Wagner family's 800ha Toowoomba site is the single most strategically significant infrastructure parcel in Australia.

- 800 hectares Wagner-owned flat land — room for major terminal, Mega Factory, full logistics precinct
- International airport — 747 capable, no curfew, unlimited slots
- \$550M Boeing Aerospace and Defence Precinct — Ghost Bat manufacturing
- Qantas Pilot Training Academy — operational
- \$17M Export Hub — Darling Downs agricultural produce to Asia

- Underground power, water, wastewater, fibre, 5G installed throughout
- 37 minutes to Brisbane CBD by SBC maglev — constraint eliminated permanently
- QUADRUPLE JUNCTION: Phase 0 (Melbourne ↔ Brisbane) × SBC#1 (↔ Perth) × Northern Spur (↔ Cape Tribulation) × Brisbane Southern Link (↔ Port Macquarie)
- Wagner Corporation is THE most strategically significant consortium partner in Australia for rail infrastructure

Four airports on one corridor

Phase 0 directly connects four airports on a single rail corridor: Tullamarine at the Melbourne end, Canberra, Western Sydney Airport (WSA) at the Sydney end, and Wellcamp at the Brisbane end. This is a structurally different infrastructure proposition from any passenger-only HSR plan. HSRA connects city centres via tunnels. SBC connects airports and CBDs on the same viaduct.

What this enables: genuine intermodal capability (fly in, rail to another city, fly out without hitting a CBD terminal); air-to-rail substitution on the Melbourne-Sydney air corridor, currently Australia’s busiest domestic air route; freight aerotropolis integration connecting air cargo hubs at all three corridor ends; and future-proofing as regional airports densify. The Phase 0 corridor is not a rail line that happens to pass near some airports — it is a transport network designed to make the airports work better together.

INTERSECTION CITIES — ELEVEN NETWORK NODES

The SBC network delivers eleven major inland nodes to every state with interior. Three existing Australian cities are upgraded to continental junction status. Four new greenfield cities emerge at corridor crossings. This is not just an infrastructure opportunity — it is a state-by-state city-building opportunity that no other proposal on the table comes close to matching.

Existing cities upgraded

City	Corridors	Consortium opportunity
Kalgoorlie	SBC#1 × SBC#5 × SBC#6	Triple junction. WA Premier + City of Kalgoorlie-Boulder + Rio Tinto/BHP. Gold/lithium/nickel logistics and HVDC hub.
Alice Springs	SBC#2 × SBC#6	Double junction. NT Government + Central Land Council + tourism operators. MacDonnell Ranges hub.
Mount Isa	SBC#3 × SBC#4 × SBC#6	Triple junction. QLD Premier + Glencore + Kalkadoon traditional owners. Gulf country continental capital.

Greenfield intersection cities — four new

City	Location	Corridors	State opportunity
City 1	WA Pilbara / Great Sandy	SBC#1 × SBC#4	WA Government — second new WA inland city.
City 2	NT south Tanami	SBC#4 × SBC#5	NT Government — cattle + solar + gas.
City 3	Northern SA / Lake Eyre Basin	SBC#1 × SBC#2	SA Government — transcontinental crossroads.
City 4	Western NSW / SW QLD	SBC#1 × SBC#3	NSW + QLD shared — Channel Country + Cooper Basin.

Every state with interior gets a major new inland node. Every premier has something concrete to announce. This is a political mandate map, not just an infrastructure map.

CONSORTIUM PARTNER CATEGORIES

Category	Role	What we need	What you get
Hub Partners	Wellcamp / WSA / Port / Albury	Land, facilities, letter of support	Hub status, equity stake, long term lease
City Partners	Kalgoorlie / Alice / Mount Isa / greenfield cities — delivered with relevant local councils and state governments	Council and state government endorsement + traditional owner MOU	Junction-city status, greenfield development rights
Engineering Partners	Route design, programme scheduling, planning and approvals, geotechnical survey, structural engineering, terrain engineering, systems integration	Design capability, professional responsibility, PI insurance	Lead engineering roles for 2,521km Phase 0 and ~22,500km national network across multiple disciplines. Career-defining programme — the largest integrated civil engineering design programme in Australian history.
Foundation Drilling & Install Partners	TBM / shaft-sinking machine builder — Herrenknecht, Robbins, Terratec, CREG, NFM or equivalent	Bespoke TBM-style foundation machine development and fleet build. Production cycle ~12hr per footing.	Unprecedented order volume for a TBM builder — fleet of bespoke machines across ~192,000 footings Phase 0; ~1.76M nationally. First commercial civil application of Casing while Drilling (CwD) principles at continental scale.
Precast Partners	Precast concrete manufacturing — segments, columns, cap beams, girders	Mega Factory co-investment, casting capability, Hunter Valley logistics	~86M tonnes precast concrete Phase 0. Hunter Valley Mega Factory at 40+ bays/day. Ongoing Phase 1/2/3 national demand at continental scale.
Steel Partners	InfraBuild / BlueScope	LOI for rail, structural steel + seamless tubular (4½" 13Cr OCTG)	Anchor orders across three commodity streams: rail steel (1.46M t Phase 0.1; 12.3M t network), structural steel (310k+ t Phase 0), and seamless tubular (~1.5M t network, ~117,500 km, largest OCTG order in Australian history). Sovereign manufacture justified: new rail mill + tubular mill commercially viable at Phase 0 volumes.
Construction Partner	Tier 1 contractor	Construction capacity, experience	\$50B+ Phase 0 construction contract
Maglev / HSR Technology Partner	Maglev or HSR rolling stock manufacturer — guideway drive systems, train sets	Technology transfer deal	650× Shanghai Maglev order volume. Australian assembly from Year 2 of programme. Technology-agnostic infrastructure (EMS/EDS maglev or HSR fallback on same viaduct).
Electric Freight Partners	Catenary / overhead line equipment (OLE), electrified freight locomotives, freight operating partnership	OLE system design + install; double-stack hi-cube capable; freight operator commitment	2,521km new electrified freight corridor Phase 0. Double-stack hi-cube capable under catenary. Progressive segment commissioning as

Category	Role	What we need	What you get
			freight revenue ramps up.
Energy Partners	HVDC developer — cables, transformers, substations, converter stations	Cable manufacture, converter station design/build, transformer supply	72GW transmission revenue across Phase 0 as sections commission. Converter stations at each corridor end. Continental HVDC network.
Renewable Generation Partners	Pilbara and REZ-scale solar, wind, storage and green hydrogen developers with stranded or delayed projects awaiting grid capacity (Fortescue/Squadron, Sun Cable, WGEH, AREH, Neoen, Tilt, Origin, AGL, Iberdrola, ENGIE, Acciona, CWP)	Letters of Intent; capacity commitments (connection MOUs for GW at specific SBC corridor nodes); co-advocacy in media and industry fora; engineering input on converter station siting	Stranded generation unlocked. Direct HVDC connection on 72–108 GW backbone that actually gets built. Project financing unlocked as transmission risk is removed. Export pathway to Asia via Darwin terminus of SBC#2.
Transmission Network Partners (Pivot Track)	TNSPs currently building contested AC transmission — Transgrid (HumeLink, EnergyConnect NSW), AusNet (WRL, VNI West), ElectraNet (EnergyConnect SA), Powerlink (CopperString), TasNetworks (Marinus Link), plus AEMO as ISP orchestrator and Rewiring Australia / CEFC as federal co-funders	Capital redirect from contested AC projects into SBC HVDC backbone; operational capability for converter stations and corridor-end substations; regulatory relationships redirected to SBC integration	Exit from the easement war. Long-term operating role on continental HVDC backbone. Converter station co-investment at every capital city terminus. \$122 B Rewiring Australia redirect delivers the same national objective without the fight.
Finance Partners	Super fund / sovereign fund	Equity or debt capital	Inflation-linked returns. Phase 0 revenue as corridor segments commission.
State Government Partners	Every state with interior	Political endorsement + planning fast-track	Intersection city in your state. Jobs. HVDC revenue share.
Water Partners	Water authorities, MDBA, state water corps	Co-funding + bore monitoring MOU + water-transmission offtake	~192,000 bores Phase 0 / ~1.76M nationally. Densest groundwater monitoring network in history.
Landholder and Rural Community Partners	NFF and state farming bodies; HumeLink Action Group, VNI West Community Action Network, WRL and CW-Orana landowner groups; rural councils on contested routes; traditional owners; agricultural industry bodies (GrainGrowers, Cattle Australia, MLA, Cotton Australia, Dairy Australia)	Endorsement; presence at community forums; testimony in IA submission; local council resolutions of support; flip from “block the transition” to “build the SBC version” in rural political narrative	No compulsory acquisition on private farmland (corridor runs on existing rail reserve). Cheapest freight mode in Australia delivered to corridor towns. Design A continental water transfer to Murray-Darling. HVDC at rural substations. REL co-investment into 200 new corridor towns. Groundwater bore at every footing.
Federal Government Partner	Federal	Phase 0 freight line funding mandate	Self-funding from Year 3. BCR positive throughout.

THE MANUFACTURING OPPORTUNITY

The SBC is the largest sovereign manufacturing opportunity in Australian history. 95% built in Australia at national network scale.

Component	Volume Phase 0	Domestic producer opportunity
Rail steel	1,459,000 tonnes Phase 0.1;	InfraBuild Newcastle. New rolling mill payback under 3

Component	Volume Phase 0	Domestic producer opportunity
	12.3M tonnes full network	years.
Seamless tubular (OCTG)	~125,000 tonnes Phase 0; ~1.5M tonnes full network (~117,500 km of 4½" 13Cr tubing)	Greenfield Australian seamless tubular mill (Hunter Valley / Whyalla). Currently ~100% imported (Nippon Steel, Mitsui, Tenaris, Vallourec). Mill payback under 5 years at SBC volume. Dual-use capability (civil + oil/gas/geothermal + defence).
Precast concrete	~86M tonnes Phase 0	Mega Factory Hunter Valley. 40+ bays/day. Domestic raw materials.
Maglev guideway	2,290 km Phase 0	Technology transfer deal. Australian assembly from Year 2.
HVDC cable	~5,000 km Phase 0	Greenfield manufacture justified by order volume.
Structural steel	310,000+ tonnes Phase 0	Fabrication + galvanising. Australian mills.

INTELLECTUAL PROPERTY — ATS PATENT FAMILY

The SBC architecture is protected by the Anchor Tension System (ATS) Patent Family — five Australian provisional patents filed in April 2026: AU 2026903869 (Foundation Core), AU 2026903952 (Integrated Foundation), AU 2026903992 (Foundation Drilling System), AU 2026904069 (Architectural Framework + Renewable Tension Element), and AU 2026904075 (Multimodal Viaduct Topside Architecture for ATS). Priority date locked across all Paris Convention countries; PCT international filing deadline 24 April 2027. The Pylon Design specification is published separately as defensive prior art — the design itself is freely available for use in Australian sovereign infrastructure, while the underlying architectural primitives are patent-protected. Founding consortium partners gain shared interest in the IP and license value beyond the SBC programme.

FINANCIAL SUMMARY

Phase 0 revenue from Day 1

Stream	Year 1–2	Year 3–5	Year 5+
Freight tolls	Diesel transitional	\$1–2B/yr	\$2–4B/yr
HVDC transmission	Partial sections	\$500M–1B/yr	\$1–3B/yr
Maglev fares	Limited service	\$200–500M/yr	\$500M–1B/yr
TOTAL	Phase 0 at steady state	\$1.7–3.5B/yr	\$3.5–8B/yr

The government makes one investment — the freight line. Everything above it, and every corridor that follows, is commercially self-funded from what the freight line earns.

THE IMMEDIATE ASK

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The SBC is a national infrastructure programme at pre-feasibility. The engineering architecture is sound, the route is Google Maps verified across 22,419 km, the manufacturing case is quantified, and the commercial framework is locked. What it now needs is the engineering depth, industry expertise, and consortium commitment to turn it into a design that is rock solid — costed, tested, and ready to build.

We are inviting founding consortium partners to help build this. Not to endorse a finished design, but to shape it.

What we are asking for now:

- **Preliminary design work** — your engineering teams contributing to 20–30% design development on the pylon, foundations, precast programme, HVDC integration, freight electrification, maglev guideway, and corridor geotechnics.
- **Data and validation** — route confirmation, ground condition surveys along the Phase 0 corridor, precast supply chain scoping, foundation machine specification, and cost validation against your own project experience.
- **Test installation** — a full-scale demonstration span, built jointly, to prove the construction method, validate the assumptions, refine the design, and generate the evidence base that unlocks full Phase 0

financing. ~\$70M programme against a ~\$109B Phase 0 corridor — 0.064% of project value spent on de-risking.

- **Consortium formation** — founding partners under a joint development agreement. The programme then has the collective engineering credibility, industry backing, and commercial mass to proceed with confidence.
- **Letter of Intent** — confirming your organisation's interest in participating in the preliminary design and test programme. Not a contract commitment. The start of the conversation.

What we are offering:

This is a new deal for Australia. A sovereign infrastructure programme, built by Australian industry, owned and operated in Australia, generating revenue in Australia for 100 years. A single programme large enough to justify a sovereign precast mega-factory, a sovereign rail mill, a sovereign seamless tubular mill, and a sovereign foundation machine industry. Work for every major civil engineering firm in the country, every major steel and concrete producer, every major rail and energy operator, every state and regional council on the network.

Founding partners are not contractors bidding for work. They are shareholders in a programme they helped design.

Kick it off with us. Bring your engineers. Help us build it properly.

This is not a government project waiting for approval. It is a commercial coalition being built now. The freight line is the essential infrastructure. The maglev is what it pays for. The cities are what the network delivers. Join us.

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