



500+km/h maglev · hyperloop slot built in · Melbourne–Brisbane ~3hrs 53min · zero tunnels · opens ~2030

500+

km/h operational speed
SCMaglev record 603km/h

~2030

Phase 0 opens
12 years before HSRA 2042

\$88B

Phase 0 volume cost
11 services vs HSRA's 1

0km

Tunnels required
vs 115km HSRA tunnel

THE PROBLEM — NO HIGH-SPEED RAIL AND A \$93B TUNNEL THAT GOES THE WRONG WAY

40 YEARS STUDIED — NOTHING BUILT

Sydney-Melbourne fast rail has been studied since 1984. Perth to Sydney is 5 hours by air and impossible by fast rail. Australia is one of the only developed nations with no high-speed rail

HSRA TUNNEL — WRONG ROUTE, WRONG COST

The government's \$93B answer: 194km of coastal rail, 115km underground through nine national parks. BCR unquantifiable. Opens 2042. Serves six suburban coastal stations. Does not reach

INLAND AUSTRALIA LEFT BEHIND

Without fast inter-city connections, economic activity concentrates at coastal airports. A family in Albury is currently 5hrs 55min from Sydney by train. Wagga to Sydney takes 4hrs 30min. These

THE SBC SOLUTION — MAGLEV ON THE INLAND SPINE · HYPERLOOP SLOT BUILT IN · ZERO TUNNELS

PHASE 0 — INLAND SPINE · ~2030

Phase 0 runs Melbourne → Canberra → WSA → Gulgong → Muswellbrook → Brisbane. 465km. Zero tunnels. Same cost as the HSRA for 1 service — but delivers 11. Opens approximately 2030, 12 years before the HSRA tunnel.

MAGLEV — 500+KM/H

Electromagnetic suspension: no contact, no friction, no track wear. SCMaglev world record 603km/h. Phase 0 operational speed 500+km/h. The same technology proven in Japan for 40 years. No diesel. No moving parts in contact. Maintenance cost a fraction of conventional rail.

FARRER JOURNEY TIMES — TRANSFORMED

Albury-Wodonga to Sydney: ~2 hours (currently 5hrs 55min). Wagga Wagga to Sydney: ~90 minutes (currently 4hrs 30min). Albury to Melbourne: ~2 hours. Albury to Canberra: ~45 minutes. These are the journey times at which rail captures 60-80% of aviation.

HYPERLOOP SLOT — BUILT IN AT ZERO COST

6m structural slot reserved between freight and maglev levels in every Phase 0 pylon. Zero extra cost at construction. When hyperloop matures — 900-1,000km/h — the corridor is ready. No demolition, no new land, no new approvals. Perth to Brisbane under 4 hours.

WHY THE CORRIDOR MAKES IT AFFORDABLE

Standalone maglev on a 4,000km corridor: land acquisition alone would be prohibitive. The SBC eliminates this: the corridor easement is already acquired for the other 10 services. Maglev uses the same land, the same pylon foundations, the same power supply. Incremental cost only.

JAPAN AND CHINA COMPETING FOR THE CONTRACT

JR Central SCMaglev: proven at 603km/h, operating commercially in Japan from 2027. CRRC China developing 600km/h system. Both are seeking export markets. Australia is the natural customer. The SBC corridor is the order that makes export economics viable for both.

PHASE 0 vs HSRA — SIDE BY SIDE

HSRA: \$93B, 1 service, opens 2042, 115km tunnel, serves coastal Labor seats, no freight, no energy, no inland connection. Phase 0: \$88B volume, 11 services, opens ~2030, zero tunnels, runs through Farrer, first electrified freight in Australian history.

CCN LINE ALREADY WORKS — JUST REMOVE FREIGHT

Sydney to Newcastle takes nearly 3 hours because passenger trains share track with freight. Remove freight to Phase 0 inland tracks. Upgrade CCN surface to 200km/h. Result: ~60-65 minutes Sydney to Newcastle. Cost: ~\$3-5B. Opens ~2028. No tunnel. Problem solved.

THE 2028 DECISION POINT

The Final Investment Decision on the HSRA tunnel is 2028. Once TBMs are ordered and contractors signed, it cannot be stopped. The window to demand the independent review and choose the inland maglev alternative closes in 2028. This election is that window.

FULL CONTINENTAL NETWORK — PHASE 1 ONWARDS

After Phase 0: SBC#1 Brisbane to Perth via Albury and Adelaide. SBC#2 Darwin to Port Augusta. SBC#3 Gulf Coast to Adelaide. Six corridors, 20,400km. Melbourne to Perth: ~10 hours. Darwin to Adelaide: ~6 hours. Australia connected end to end.

FREIGHT SEPARATION = PASSENGER UPGRADE

Every kilometre of electrified SBC freight rail is a kilometre of existing passenger rail freed from freight competition. The existing XPT network accelerates as a by-product. Existing regional lines become faster without a dollar of new track. Freight moves inland. Passengers move faster.

THE THREE MMP ASKS

1. Independent comparative review: HSRA vs Phase 0 before 2028 FID. 2. Phase 0 parallel design to 20% maturity: \$30-50M. 3. CCN surface upgrade commitment: \$3-5B, opens 2028, proves the approach, stops the tunnel argument before it starts.

HSRA TUNNEL vs SBC MAGLEV — THE CHOICE BEFORE 2028

HSRA — THE COASTAL TUNNEL	SBC MAGLEV — THE INLAND SPINE
\$93B stated cost. BCR "not possible to assess" per Infrastructure Australia.	\$88B volume cost. 11 services. BCR positive from Month 20. Self-funding Year 3.
115km continuous tunnel. Hawkesbury, Hornsby Plateau, 9 national parks.	Zero tunnels. Elevated pylon beside 168-year proven Main North freight corridor.
1 service: passengers only. No freight. No energy. No water.	11 services: maglev, freight x3, HVDC, gas, water, fibre, wind, LPG, compute, highway.
Opens 2042. HS2 ran 2.5x. Snowy 2.0 ran 10x. No upper bound given.	Opens ~2030. Freight Month 20. HVDC Month 24. Maglev Month 42.
Zero revenue until 2042. 16 years of interest on \$93B.	\$4-6B/yr HVDC from Month 24. Self-funding by Year 3.
Farrer benefit: zero. Does not come within 500km of Farrer.	Runs through Farrer. Albury to Melbourne 2hrs. Wagga to Sydney 90min.
Sydney-Newcastle: \$93B tunnel, ~45min, opens 2042.	Remove freight, upgrade CCN surface, ~60-65min, ~\$3-5B, opens 2028. No tunnel.
Six coastal stations. All Labor electorates. No inland communities served.	Maitland, Singleton, Muswellbrook, Gulgong, Canberra, Albury-Wodonga.
No hyperloop provision. New corridor would require entirely new land acquisition.	Hyperloop slot built into every pylon at zero extra cost. Ready when technology matures.
Geology: 27 boreholes for 194km. IA warned of inadequate ground investigation.	Geology proven by 168 years of continuous heavy freight on the same corridor.

"The inland maglev corridor opens 12 years before the HSRA tunnel, costs the same, delivers 11 services instead of one, runs through Farrer, and has a hyperloop slot already built in. The comparison is not close." — MMP Federal Platform

★ VOTE 1 — BRETT MURRELL — FARRER — SATURDAY 9 MAY 2026 ★

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