SOVEREIGN BUILD CORPORATION

SBC SERIES — PHASE 0.1

SBC PHASE 0.1

Brett Murrell | Candidate for Farrer

9 MAY 2026

Sydney to Newcastle · Remove freight · Upgrade CCN to 200km/h · ~60–65min · ~$3–5B · Opens ~2028 · Zero tunnels required

~$3–5B	~2028	60–65min	0km
Estimated cost vs $93B HSRA tunnel	Opens 14 years before HSRA	Sydney → Newcastle vs 2hrs 50min today	Tunnels required vs 115km HSRA

THE PROBLEM — WHY SYDNEY TO NEWCASTLE TAKES NEARLY 3 HOURS

SHARED TRACK — FREIGHT WINS

The existing CCN line runs passenger trains and heavy freight on the same track. Freight has operational priority. Passenger trains sit in loops waiting for freight to clear. The distance is 167km.

$93B TO SAVE 20 MINUTES

The HSRA tunnel response to this problem: build 115km underground through 9 national parks, spend $93 billion, wait until 2042, achieve 45 minutes. The tunnel saves 20 minutes over a

THE INLAND IS IGNORED

The HSRA proposal addresses the coastal corridor only. It does not touch the freight problem. It does not serve regional communities. It does not connect Farrer. The freight remains on the coast,

THE PHASE 0.1 SOLUTION — SURFACE UPGRADE, ZERO TUNNELS, ONE PARLIAMENTARY TERM

STEP 1 — REMOVE FREIGHT FROM CCN

The Phase 0 inland corridor carries three dedicated electrified freight tracks beside the existing Main North freight railway. Once Phase 0 is committed, all Sydney-Newcastle freight moves inland. The CCN coastal line is freed from freight permanently. This is the enabling action that makes the surface upgrade possible.

STEP 2 — UPGRADE CCN TO 200km/h

With freight removed, the CCN surface line is upgraded: track geometry improvements, level crossing elimination, electrification to 25kV AC, signalling upgrade to ETCS Level 2. Estimated cost: $3-5 billion. Entirely surface work. No tunnelling. No national park disturbance. No geological risk.

STEP 3 — RESULT: ~60-65min BY ~2028

Sydney Central to Newcastle Interchange in approximately 60-65 minutes. Current time: 2hrs 50min. Time saved: approximately 1hr 45min. Opens within one parliamentary term. Compare: HSRA tunnel achieves 45 minutes by 2042 for $93 billion. Phase 0.1 achieves 65 minutes by 2028 for $3-5 billion.

THE DOMINO EFFECT

Phase 0.1 is not just a surface upgrade. It is the decision that sets the direction. Once freight moves inland, the inland corridor becomes commercially necessary. Once the inland corridor is built, the full SBC follows. Phase 0.1 is the fork in the road. The direction chosen now determines what Australia looks like in 2050.

THE COST COMPARISON

HSRA tunnel: $93B for 45min in 2042. Phase 0.1 surface: $3-5B for 65min in 2028. Extra cost of the tunnel over Phase 0.1: $88-90B. Extra time saving of tunnel vs Phase 0.1: 20 minutes. Cost per minute of extra saving: approximately $4.5-6B per minute. Phase 0.1 delivers 90% of the benefit for 4% of the cost, 14 years earlier.

WHAT MOVES INLAND

1,800m electrified freight trains replace 108 B-doubles each. 3-5c/tonne/km vs 12-15c road. Hunter Valley coal, grain, and steel to port at half the current freight cost. Farrer agricultural produce on the inland corridor. The freight electrification that Australia has never had, finally built. Zero diesel. Zero emissions.

FOR NET ZERO ADVOCATES

Phase 0.1 removes the highest-emitting freight from the busiest coastal corridor in Australia. Electrified inland freight eliminates approximately 2-4 million tonnes of CO2 per year from the Sydney-Newcastle corridor alone. The surface upgrade is powered by SBC corridor solar at 6c/kWh. This is decarbonisation through construction, not restriction.

FOR PRODUCTIVITY ADVOCATES

Lower freight costs mean lower input costs for every manufacturer, farmer, and miner who moves goods through Sydney-Newcastle. Faster passenger service means higher labour productivity for every commuter on the corridor. New corridor towns along the inland freight route provide new industrial land at sovereign cost. Manufacturing renaissance begins with freight

GUARANTEED SOVEREIGN CONTRACTS

Phase 0.1 generates sovereign manufacturing contracts: rail electrification infrastructure, rolling stock, signalling systems, overhead catenary, track components. These are not one-off purchases. They are the beginning of a manufacturing capability that scales across 20,400km of SBC corridor. Build it once here. Build it everywhere else next.

THE 2028 DECISION POINT

The HSRA Final Investment Decision is 2028. Once the tunnel corridor is gazetted and TBMs ordered, it cannot be stopped. Phase 0.1 is the alternative that must be on the table before that decision is made. An independent review comparing $3-5B surface upgrade against $93B tunnel is all that is needed. The evidence speaks for itself.

THREE MMP ASKS

1. Commit to Phase 0.1 as a standalone policy before the 2028 HSRA FID. 2. Demand an independent review: CCN surface upgrade vs HSRA tunnel, identical methodology, published before 2028. 3. Link Phase 0.1 to Phase 0 commitment: once the CCN is upgraded, commit to the inland freight corridor that makes it permanent.

FARRER AND THE INLAND

Phase 0.1 moves freight inland through Farrer. Albury-Wodonga, Wagga Wagga, and the Riverina all sit on the inland freight corridor that Phase 0.1 activates. Every tonne of Farrer grain, wool, and cattle that moves on the electrified inland corridor pays less to get to port. The CCN upgrade is the coastal fix. The inland corridor is the Farrer fix.

CURRENT STATE vs HSRA TUNNEL vs SBC PHASE 0.1 — THE CHOICE BEFORE 2028

TODAY — DO NOTHING	HSRA TUNNEL	SBC PHASE 0.1
Sydney → Newcastle	45min (opens 2042)	~60–65min (opens ~2028)
Cost	$93B (BCR unquantifiable)	~$3–5B (surface upgrade)
Tunnelling	115km — 9 national parks	Zero tunnels required
Freight outcome	Freight stays on CCN	Freight moves inland permanently
Opens	2042 at earliest	~2028 — within one term
Time saved vs today	~2hrs 5min	~1hr 45min
Extra cost vs Phase 0.1	$88–90B extra	Base case
Extra time saved vs 0.1	~20 minutes	Base case
Inland benefit	None	Freight electrification through Farrer
Manufacturing contracts	Tunnel boring only	Rail, electrification, rolling stock — sovereign

> *"Phase 0.1 is not just a surface upgrade. It is the decision that sets the direction of this nation's infrastructure for the next hundred years. Once freight moves inland, the inland corridor becomes inevitable. Once the corridor is built, the full SBC follows." — MMP Federal Platform*

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

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