



Melbourne to Brisbane inland · 465km zero tunnels · 11 services · opens ~2030 · \$88B volume · beats HSRA on every measure

\$88B

Volume cost
11 services delivered

0km

Tunnels required
vs 115km HSRA

~2030

Phase 0 opens
12 years before HSRA

500+km/h

Maglev speed
Zero friction, zero fuel

THE PROBLEM — THREE FAILURES THE HSRA MAKES WORSE

\$93B TUNNEL — ONE SERVICE

The HSRA proposal: 194km coastal rail, 115km underground through 9 national parks. \$659M spent. BCR "not possible to assess" per Infrastructure Australia. Opens 2042. Serves 6

FARRER GETS NOTHING

The HSRA does not come within 500km of Farrer. Albury-Wodonga: zero benefit. Wagga Wagga: zero benefit. The Riverina, the Murray, the Mallee: zero benefit. \$93B of national investment that

SNOWY 2.0 PATTERN

Announced at 10% design maturity. BCR dependent on optimistic assumptions. Independent warnings ignored. Snowy 2.0 ran from \$2B to \$20B+. HS2 in the UK ran 3x over

THE SBC PHASE 0 SOLUTION — INLAND SPINE, ZERO TUNNELS, 11 SERVICES

THE ROUTE — INLAND, NOT COASTAL

Melbourne to Brisbane via Western Sydney Airport, Gulgong, Muswellbrook, Newcastle. 465km. Every metre elevated on pylon beside the 168-year Main North freight railway. Geology proven by 168 years of heavy freight. Zero national parks disturbed.

ZERO TUNNELS — THE KEY DIFFERENCE

HSRA: 115km continuous tunnel through Hawkesbury River, Hornsby Plateau, 9 national parks. Risk: unknown geology, TBM failure, cost explosion. Phase 0: elevated pylon on flat Hunter Valley terrain. No tunnelling. No ground risk. No Snowy 2.0 trap.

OPENS ~2030 — 12 YEARS EARLIER

HSRA opens 2042 at best — 16 years of interest accumulation with zero revenue. Phase 0: freight from Month 20. HVDC \$4-6B/yr from Month 24. Maglev from Month 42. Self-funding by Year 3. The HSRA generates nothing until 2042.

ELECTRIFIED FREIGHT — FIRST IN HISTORY

Three standard gauge electrified freight tracks — the first electrified freight railway in Australian history. Double-stack hi-cube capable. 1,800m trains replace 108 B-doubles each. 3-5c/tonne/km vs 12-15c road. Farrer grain, wool, cattle to port at half the cost.

72GW HVDC — REVENUE FROM DAY 1

72GW HVDC line generates \$4-6B per year from Month 24 — before the corridor is complete. No infrastructure in Australian history generates revenue before it opens. The HSRA generates zero revenue until 2042. HVDC alone pays for Phase 0 over its lifetime.

LAND LEASE — 1,250 PAID LANDOWNERS

2.5m x 2.5m footings every 25m. 97.5% of easement remains productive. Each farm with 4km of corridor earns \$160-320k/yr in lease payments. 1,250 farmers who support the SBC, not oppose it. HSRA compulsorily acquires land once. SBC pays farmers forever.

MAGLEV — 500+km/h, OPENS ~2030

Electromagnetic suspension — no contact, no friction, no track wear. SCMaglev world record 603km/h. Phase 0 operational speed 500+km/h. Melbourne to Brisbane: ~3hrs 53min. Albury to Melbourne: ~2hrs. Albury to Sydney: ~2hrs. Opens 12 years before HSRA.

FARRER JOURNEY TIMES — TRANSFORMED

Albury-Wodonga to Melbourne: ~2 hours. Albury-Wodonga to Sydney: ~2 hours. Wagga Wagga to Sydney: ~90 minutes. Wagga Wagga to Melbourne: ~90 minutes. These are the journey times at which rail captures 60-80% of aviation. Farrer becomes connected.

COST COMPARISON — SAME MONEY, 11x MORE

HSRA: \$93B for 1 service. Cost per service: \$93B. Phase 0: \$88B volume for 11 services. Cost per service: \$8B. If HSRA runs at Snowy scale (10x): \$930B for 1 service. Phase 0 at 50% overrun: \$132B for 11 services. The comparison is not close.

THE 2028 DECISION POINT

The Final Investment Decision on the HSRA tunnel is 2028. Once corridor is gazetted, contractors signed, TBMs ordered — it cannot be stopped. Sunk cost logic makes it unstoppable. The window to demand the independent review and choose the inland alternative closes in 2028. This election is that window.

WATER CONDUIT — PHASE 0 BONUS

1m community water pipe runs alongside the Phase 0 corridor — 75GL/yr to corridor towns in Phase 0, upgraded to full 30,000GL/yr aqueduct in Phase 1. Every community within 50km gets a spur connection. The HSRA carries no water. Phase 0 ends water insecurity along the spine.

THE THREE MMP ASKS

1. Independent comparative review: \$20-30M to assess HSRA vs Phase 0 before the 2028 FID. 2. Phase 0 parallel design program: \$30-50M to design the inland corridor to 20% maturity. 3. Your vote on 9 May 2026 — the only way to put these demands in Parliament.

HSRA TUNNEL vs SBC PHASE 0 — THE CHOICE AUSTRALIA HAS TO MAKE BY 2028

HSRA TUNNEL — THE DISASTER	SBC PHASE 0 — THE SOLUTION
\$93B stated cost. BCR unquantifiable per Infrastructure Australia.	\$88B volume cost. 11 services. BCR positive from Month 20.
115km continuous tunnel through 9 national parks. Geology unassessed.	Zero tunnels. Elevated pylon on proven 168-year freight corridor.
1 service: passengers only. No freight. No energy. No water.	11 services: freight x3, maglev, HVDC, gas, H2, fibre, water, hyperloop slot, wind.
Opens 2042 — if no blowout. HS2 ran 3x. Snowy 2.0 ran 10x.	Opens ~2030. Freight Month 20. HVDC Month 24. Maglev Month 42.
Zero revenue until 2042. 16 years interest accumulation.	HVDC \$4-6B/yr from Month 24. Self-funding by Year 3.
Farrer electorate benefit: zero. 500km from nearest station.	Runs through Farrer. Albury to Melbourne 2hrs. Wagga to Sydney 90min.
No freight electrification. Farrer grain stays on diesel road.	First electrified freight in Australian history. 70% cheaper to port.
6 coastal stations. All Labor electorates. Zero inland communities.	Maitland, Singleton, Muswellbrook, Gulgong — inland communities first.
Land: compulsory acquisition. Farmers compensated once then removed.	Land lease: 1,250 farmers paid \$160-320k/yr forever. They support it.
Decision locked by 2028 FID. No review. No comparison. No choice.	MMP demands independent review before 2028. Phase 0 design parallel.

"The HSRA builds one service underground in 2042. Phase 0 builds eleven services on the surface by 2030, through Farrer, generating revenue from Month 20. The window to choose closes in 2028. Vote 1 Brett Murrell." — MMP Federal Platform

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

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