



FREIGHT RAIL x 3

9 MAY 2026

Standard gauge electrified · 3 tracks · 70% cheaper than road · Brisbane to Perth

3

Tracks
Per corridor

3-5c

Per tonne/km
Rail vs 12-15c road

70%

Cost reduction
Vs road freight

STD

Gauge
National standard

THE PROBLEM

ROAD FREIGHT MONOPOLY

The Australian interior has no freight rail alternative to road. Road trains carry everything — grain, livestock, minerals, fuel — at 12-15c per tonne per kilometre. Farrer farmers pay road freight costs to move grain 800km to port. There is no competition, no alternative, and no relief in

GAUGE FRAGMENTATION — FIVE DIFFERENT

Australia's existing rail network uses five different gauges — a legacy of colonial-era incompetence that has never been fixed. A freight train from Brisbane cannot travel to Perth without changing bogies in Adelaide. Cross-continental rail freight is commercially unviable. The continent is effectively

REGIONAL ROADS DESTROYED BY FREIGHT

Heavy freight is destroying regional roads. A 100-tonne road train does the equivalent damage of 100,000 cars per axle pass. Farrer's regional roads are maintained at enormous cost against constant freight damage. Shifting freight to rail eliminates the damage and the cost — but there is

THE MMP SOLUTION

3 TRACKS FROM DAY ONE

Three standard gauge electrified tracks built simultaneously — not one track with a promise of future expansion. Track 1: freight. Track 2: freight/passenger. Track 3: maintenance and overflow. Three tracks allow simultaneous operations with no single-track bottlenecks. The freight network works from opening day.

70% CHEAPER THAN ROAD

Road freight costs 12-15c per tonne per kilometre. Electrified standard gauge rail: 3-5c per tonne per kilometre — a 60-70% reduction. A Farrer grain farmer moving 1,000 tonnes of wheat 800km to port currently pays \$96,000-120,000 in road freight. By rail: \$24,000-40,000. That difference is the margin that saves the farm.

STANDARD GAUGE — NATIONAL NETWORK

Every SBC corridor is standard gauge — 1,435mm — compatible with the existing Sydney-Melbourne-Brisbane standard gauge network. For the first time, freight from Perth can travel to Brisbane on a single gauge without bogie changes. The national rail network becomes genuinely national for the first time in Australian history.

ELECTRIFIED — POWERED BY CORRIDOR SOLAR

Every track is electrified from day one — powered by the renewable energy precincts on the corridor. The electric freight locomotive running on SBC rail pays corridor power at 6c/kWh. Diesel road freight currently costs 18-22c/tonne/km in fuel alone. Electrified rail eliminates that cost entirely. Zero diesel. Zero emissions.

AGRICULTURAL FREIGHT TRANSFORMED

Farrer produces grain, cotton, beef, wool, citrus, and wine. Every tonne currently leaves by road. The SBC rail corridor through Bourke, Broken Hill, and Mildura gives Farrer producers direct rail access to Adelaide and Perth ports for the first time. The Darling River towns that have been dying since the 1980s get a freight lifeline.

BULK MINERALS — PILBARA TO PORT

The Port Hedland to Mackay corridor (SBC#4) connects the Pilbara mineral heartland to east coast ports by electrified rail for the first time. Iron ore, lithium, copper — currently dependent on coastal shipping or Pilbara-specific rail lines — gains a direct overland connection. Processing before export becomes viable when freight is cheap.

LIVESTOCK FREIGHT — END THE ROAD TRAIN

Cattle and sheep transported by road train suffer high mortality rates from stress, dehydration, and injury. Rail livestock transport — standard in the US and Europe — reduces mortality, improves animal welfare, and reduces the bruising that downgrades carcass quality. For Farrer's beef industry, that means better prices and lower mortality costs.

DEFENCE LOGISTICS — MILITARY FREIGHT

Three electrified tracks can simultaneously run civilian freight, military supply trains, and maintenance vehicles. In a defence scenario, the corridor rail moves equipment from east to west faster than any surface alternative. Pre-positioned rolling stock at corridor nodes means rapid deployment to any point on the spine within hours.

BUILD LOCAL — RAILS, SLEEPERS, BALLAST

Every metre of rail, every sleeper, every tonne of ballast is specified for Australian manufacture. Whyalla steel produces the rail. Hardwood sleepers from managed Australian forestry. Ballast from quarries along the corridor route. The rail program is also the regional manufacturing program — building Australian industrial capability in the towns that need jobs most.

CURRENT vs SBC SOLUTION

CURRENT — THE PROBLEM

SBC — THE SOLUTION

Road freight: 12-15c/tonne/km. No alternative for interior.

Electrified rail: 3-5c/tonne/km. 70% cheaper. Brisbane to Perth standard gauge.

Five rail gauges. Cross-continental rail commercially unviable.

Single standard gauge. Perth to Brisbane without bogie changes. First time ever.

No rail through Farrer — Bourke, Broken Hill, Mildura road only.

SBC#1 runs through Farrer. Bourke to Adelaide by rail. Direct port access.

Diesel freight: 18-22c/tonne/km fuel cost alone.

Electrified rail powered by corridor solar at 6c/kWh. Zero diesel cost.

Regional roads destroyed by 100-tonne road trains.

Freight shifts to rail. Road damage eliminated. Maintenance cost saved.

Livestock by road: high mortality, bruising, welfare issues.

Rail livestock: lower mortality, better welfare, higher carcass quality.

Pilbara minerals: coastal rail to Dampier only. No east coast connection.

SBC#4: Port Hedland to Mackay. Pilbara minerals to east coast by electrified rail.

No military rail logistics spine east-west. Ships only for heavy equipment.

3 tracks handle civilian, military, and maintenance simultaneously.

Rail sleepers: imported. Rail steel: partly imported.

Rail, sleepers, ballast all specified for Australian manufacture. Jobs in region.

Grain transport: road to port. Farrer farmer pays \$96K-120K per 1,000t/800km.

Rail: \$24K-40K per 1,000t/800km. \$72K-80K per shipment back in farmer's pocket.

"Brisbane to Perth by rail. Three tracks. Electrified. Seventy per cent cheaper than road." — MMP Federal Platform

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