



Australian Government

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# Port Botany Rail Line Duplication

## Port Botany Rail Line Duplication

**Project Cost:** \$400 million

**Estimated AG funding:** \$400 million

## PROJECT DESCRIPTION

This project will duplicate the remaining 2.9km freight rail single track section of the Port Botany Rail Line (PBRL) between Mascot and Botany, and construct a 1.4km passing loop to allow trains to pass at Cabramatta. The project will support approximately 150 jobs and comprise:

- new bridge structures, spans, civil works and track duplication east from Robey Street, Mascot
- new rail bridge across Southern Cross Drive and duplicated track across the existing Botany Road bridge
- embankment works adjacent to Mill Pond and a new rail bridge across Mill Pond Creek
- duplication to Banksia Street, Botany, connecting with existing double track near Botany Rail Yard
- construction of a freight rail passing loop between Cabramatta and Warwick Farm

### Related/complementary projects

The Australian Government previously committed up to \$247 million for PBRL Upgrades Stages 1 to 3. These projects have reconfigured freight rail operations at the Botany Rail Yard, separated urban rail and freight train control and signalling interfaces for centralised control by the Australian Rail Track Corporation and increased freight train staging capacity. In addition, track upgrade works have replaced remaining PBRL timber sleepers with concrete sleepers, installed heavier weight rail and improved ballast.

The Australian Government is also facilitating the delivery of a major intermodal facility in south-west Sydney at Moorebank. The Government has committed up to \$370 million in equity to the Moorebank Intermodal Company for delivery of an intermodal terminal, in conjunction with the Precinct Developer Company (Qube Holdings), which has committed up to \$1.5 billion in private investment in the project.

## PROBLEM

Growing congestion across the metropolitan road network is having an increasing impact on the movement of freight to and from Port Botany and traffic around the port and Sydney Airport precinct.

## BENEFITS

### Duplicating the remainder of the PBRL and constructing the Cabramatta loop will:

- Improve rail connection efficiency, freight transit times, and service reliability to and from Port Botany.
- Alleviate constraints and increase the capacity of Sydney's freight rail network, which supports the logistics and supply chain activities of existing intermodal terminals such as Enfield and Chullora.
- Encourage a shift in freight share from road to rail, to reduce the rate of growth in truck movements and associated traffic congestion in and around Sydney Airport and Port Botany.
- Provide capacity to meet the growth in the containerised freight task and future port-shuttle rail services between Port Botany and the new intermodal terminal under construction at Moorebank.
- Build redundancy into Sydney's freight rail network, further relieving potential conflicts between freight and passenger services at crossover points.

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