



## THE GREENLINK RAILWAY MASTER PLAN

### **Linking the Port of Gladstone to Parkes Freight Hub**

This nation-building, heavy haul, standard gauge railway will create a revolution in the way in which containerised freight is carried in eastern Australia. Greenlink Australia Pty Ltd ('Greenlink'), a privately financed infrastructure developer, will deliver the project in several sections:

- Gladstone to Goondiwindi** to connect the Port of Gladstone to the national freight network including a link between Miles and Toowoomba.
- Goondiwindi to Narrabri** to connect with the existing railway to the Port of Newcastle.
- Narrabri to Narromine** to connect with the newly completed railway from there to Parkes.

Inland Rail Pty Ltd, a wholly owned subsidiary of the Australian Rail Track Corporation (ARTC), has been commissioned by the Federal Government to build a standard gauge railway from Melbourne to Parkes. When both projects are completed the Port of Gladstone will have heavy haul rail freight connections to Melbourne, Sydney, Adelaide and Perth.

### **The Greenlink Plan**

The movement of freight throughout the world is now dominated by the use of the largest possible vessels. This transition has been driven by economic, environment and logistics benefits.

Only two ports in Eastern Australia have the depth to handle the world's largest container vessel, Sydney Harbour and the Port of Gladstone. Owing to its natural beauty and it being the focal point of Australian tourism, it is highly unlikely a large container terminal will be developed within Sydney Harbour.

**With its natural deep water channel and harbour Gladstone is destined to become the Rotterdam of Australia.**

The Greenlink railway will distribute national freight to and from the Port of Gladstone.

Once constructed, containers railed from Gladstone on the Greenlink railway will reach western Sydney four days faster than if it remained on a boat. Melbourne will be reached seven days faster. The same applies in reverse.

Greenlink plans to complete the construction of the Greenlink railway by the end of 2032.

### **Delivering Inland Rail's Vision**

In the 2026 Federal budget, The Australian Government announced that Inland Rail will not be completed north of Parkes. It is partially constructed south of Parkes and will become operational not later than 2032.

Recently Greenlink's Chair, Everald Compton, met with Prime Minister, Anthony Albanese, and Transport Minister, Catherine King, to discuss the importance of Parkes being connected to the Port of Gladstone by standard gauge railway. It was agreed this will require



the partially constructed Parkes to Goondiwindi Railway to be built using private capital as it is no longer on the agenda of governments.

Greenlink has undertaken to create a private consortium to fund and construct the Parkes to Goondiwindi Railway. Greenlink proposes the corporate entity that does this will grant ARTC equity to the value of track already laid and pre-construction costs already expended. ARTC will also gain a seat on the Board of Directors of this entity. Further, ARTC will have first right of negotiation to undertake key roles including below rail operator, train control and asset management of the Parkes to Gladstone railway.

Agreements are currently being negotiated to gain exclusive mandates from the Australian, New South Wales and Queensland Governments to complete the railway from Parkes to Gladstone. In addition, Greenlink has given undertakings to the Federal and State governments to create a broad base of investors to fund and construct the project.

### **Gladstone to Goondiwindi**

Work has commenced on the achievement of Financial Close, targeting FY2028 / 2029, with construction of the standard gauge railway to be completed five years later. Initial studies underway include the determination of anticipated freight volumes and their sources.

The identification of the corridor is also under way. This broadly proceeds from Gladstone west to Banana, then south to Taroom and Miles and on to Goondiwindi. Established infrastructure corridors exist throughout with additional land requirements aiming to be achieved by securing rights to the front of properties without dividing them.

### **Miles to Toowoomba**

This is planned to be an east-west dual gauge railway to be built within an existing rail corridor that will link Toowoomba, Dalby and the Darling Downs to the main north-south Greenlink line. This will give local communities access to the Port of Gladstone and the markets in Sydney and Melbourne.

### **Goondiwindi to Narrabri**

This consists of building a new standard gauge railway from Goondiwindi in Queensland to North Star in New South Wales crossing the Macintyre River along a new corridor. We have identified a river crossing location that reduces exposure to the flood plain when compared to Inland Rail's proposed crossing location.

Inland Rail has concluded the construction of the railway from North Star to Narrabri except for a few kilometres near Moree which will be completed.

At Narrabri, the Greenlink railway will connect to the existing heavy haul freight railway through the Hunter Valley to Newcastle. Refinements to the currently planned connection at Narrabri will be undertaken.

This section of the railway will be prioritised so trade can occur between Southern Queensland and the Port of Newcastle and vice versa.



### **Narrabri to Narromine**

This is the most difficult section of the project. Inland Rail has approval for a high-cost corridor across multiple rivers / creeks, flood plains, low lying swamp and the Pilliga State Forest. Greenlink will explore corridor options which, it believes, will significantly reduce construction costs.

### **Narromine to Parkes**

This section has been completed by Inland Rail.

### **Funding**

The construction cost of the project is estimated to be in the order of \$15 billion. This will be raised progressively from private sources within Australia and internationally. With advice from Barrenjoey, one of Australia's major investment banks, Greenlink is in the process of forming a powerful consortium of companies to fund and construct the project.

### **Exclusive Mandates**

It will prove challenging for Greenlink to raise the necessary funding without having the assurance of Government exclusive mandates. Greenlink is in active negotiations with the Australian, New South Wales and Queensland Governments for exclusive mandates to fund, build and operate the Greenlink project. While these negotiations are being finalised, Greenlink is continuing its intensive planning, so the project moves forward without delay.

### **Timing**

It is planned for the entire Greenlink project to be built by December 2032.

The Goondiwindi to Narrabri section will be prioritised as its connection to Newcastle will create a revenue producing railway. The Narrabri / Narromine section is planned to follow increasing the containerised freight transported along the line. Construction of Goondiwindi / Gladstone railway will commence once financial close is achieved on this section within two years.

### **Associated Projects**

Greenlink supports the process being undertaken by the Gladstone Ports Corporation to select a developer of a container terminal at Port Central. Greenlink is in discussions with the potential developers.

At the invitation of the Queensland Coordinator General, Greenlink are participants in a feasibility study to assess the viability of the Taroom Oil Basin which may open at the same time as the construction of the Greenlink railway is completed in 2032. The Greenlink railway runs parallel to the Basin and is strategically located to support its efficient development.

Greenlink is also in discussion with Queensland local governments advocating for the Queensland Government to build Nathan Dam (near Taroom) 50 years after it was first investigated. Similarly, we are involved in having the area between Miles, Chinchilla, and



Condamine declared a Priority Development Area as the Greenlink railway will create the demand for a significant intermodal freight hub to be established at Miles.

### **Regional Prosperity**

Greenlink has commenced a programme designed to foster the growth of rural industries along its alignment. An alliance of economic development is being created with communities along the alignment from Gladstone to Parkes and between Miles and Toowoomba.

The aim is to create quality employment opportunities that will attract young Australians to settle in regional Australian towns where a comfortable home can be acquired at significant discounts to the major cities.

### **Current Planning**

Greenlink is currently undertaking significant initial planning including a detailed study of the shipping industry that will use the Port of Gladstone to landbridge its freight to southern Queensland, New South Wales, and Victoria, and the reverse. Simultaneously an associated study into the expected domestic freight movements along the Greenlink railway is being progressed.

Planning of the rail corridors required between Gladstone and Goondiwindi is being undertaken as well as a study of the challenges in completing Inland Rail from Parkes to Goondiwindi. Greenlink is also assessing the value of work already completed or planned by Inland Rail.

### **Greenlink Team**

Currently, the shareholders and directors of Greenlink are Everal Compton, Grant Flekser, Lance Hockridge and Tim Crommelin. This is expected to change with several major investors potentially being added before December 2026.

New investors of substance and integrity are welcome. Please explore our website to make initial contact <https://greenlinkaus.com>.

Authorised by,  
Everal Compton AO  
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