• Controlling, operating and maintaining 8,500 kilometres of standard gauge rail infrastructure under freehold and long-term leasehold arrangements.

• Integrated manager of critical Australian infrastructure with the scale to deliver strong financial growth, comprising of:
  – The Hunter Valley “heavy-haul” coal network and
  – The interstate mainline network (intermodal and general freight).

• The company employs around 1,150 staff located at 30 regional and city based locations across Australia (operating in all mainland states).
Positive Outlook for Rail in Australia

Continued growth in freight transport market

Modal shift towards rail due to increase in urban and non-urban congestion

Focus on environmentally friendly modes of transport

Customer preference for rail as rail-based supply chains develop and improve

Positive Outlook for Rail in Australia
Well diversified customer base with exposure to a range of key markets in the Australian and Global economies

- Steel - $29.6m (4%)
- Intermodal - $162.2m (21%)
- Passenger - $26.0m (3%)
- Grain - $13.9m (2%)
- Coal - $484.1m (64%)
- Minerals - $26.1m (3%)
- General Freight - $16.5m (2%)
ADVANCED TRAIN MANAGEMENT SYSTEM

- ATMS has been developed by Lockheed Martin for ARTC utilising accurate positioning and software control of train safety.

- ARTC is completing trials to prepare for initial deployment between Port Augusta and Whyalla in 2017.

- If successful, the wider roll-out of ATMS elsewhere in Australia will be considered.
DEVELOPING INLAND RAIL

- A new 1700km freight rail connection from Melbourne to Brisbane via regional NSW and QLD.

- Uses the 2010 Inland Rail Alignment Study as the base case

- Informed by more than 50 stakeholder meetings, broad industry consultation, early technical studies and demand analysis.

- Utilises more than 1200km of the existing network