InterLinkSQ is a 200-hectare intermodal transport terminal, logistics centre and industrial precinct located 13km west of Toowoomba, Queensland, strategically located to maximise freight and supply chain cost efficiencies. When completed it will offer access to domestic and international markets through modal choice with nearly 3km of frontage to the existing West Moreton Rail line connecting to the Port of Brisbane, direct connection to the Inland Rail alignment, location at the junction of three major highways (Gore, Warrego and New England), connectivity to the Toowoomba Second Range Crossing, and a new domestic and international airport.

InterLinkSQ is located within 3km of the junction of the Warrego Highway and the Toowoomba Second Range Crossing which is under construction. These will provide streamlined access to and from the development via the Warrego Highway, New England Highway and Gore Highway.

The InterLinkSQ intermodal precinct includes a 3-kilometre frontage along the existing Queensland Rail Western corridor and proposed Inland Rail route from Brisbane to Melbourne. The existing line is fit for purpose and currently facilitates access to the Port of Brisbane for 7.5 million tons of coal each year. Utilisation of this line is key to increasing transport efficiencies as well as reducing environmental and road safety issues.

Funded by 83 predominantly local families, the InterLinkSQ development is set to become a major catalyst for job creation and economic growth in both the Toowoomba region and the State of Queensland, including the projected creation of 1,500 jobs at full development.

The completed InterLinkSQ project and associated industrial developments are worth $1 billion, with a civil works budget allocation of $40 million for stages one and two, including the construction of the intermodal freight terminal and 11 industrial lots.

**Feature Article**

Michelle Reynolds
InterLinkSQ
Chief Executive Officer

InterLinkSQ delivers economic benefits for Toowoomba
InterLinkSQ Chief Executive Officer Michelle Reynolds explains how the InterLinkSQ project is a game changer for Toowoomba, providing opportunities for local businesses to benefit from both the construction and operation of the development.

“The InterLinkSQ project is expected to contribute $110m to the Queensland economy through the construction phase and a further $1.075bn in the operational phase, 80 per cent of which is expected to be generated in the Toowoomba Local Government Area,” Mrs Reynolds said.

“The InterLinkSQ development incorporates the InterLink Industrial Park, a master-planned logistics, warehousing and industrial estate, with the InterLink Global Logistics Centre, an open access intermodal terminal linking rail with road, sea and air transport,” she said.

“InterLinkSQ’s strategic location, facilities and transport links provide massive productivity improvements in transport, enhancing the national and international competitiveness of the region’s producers and help them access global markets.

“For some businesses, transport costs can equate to about 25 per cent of total sales revenue – we are offering an alternative rail service operating model, providing businesses with a way to increase profits through transport efficiencies.

“We are also working with the Queensland Government and Queensland Rail to get more freight back on rail in 2017, making for a positive news story about rail transport and improving the safety of our region’s roads.”

The recent release of the Draft Terms of Reference for the Gowrie to Helidon Section and Helidon to Calvert sections of the Inland Rail is a great step forward for the project and the Toowoomba Region. The Gowrie to Helidon alignment will connect InterLinkSQ to the Inland Rail, unlocking the benefits of Inland Rail for Toowoomba and in a large part, for Queensland.

Michael Kilgariff, Managing Director Australian Logistics Council (ALC) said the ALC has been a long-time supporter of the Inland Rail project.

“Providing a port-to-port rail link for freight between Melbourne and Brisbane is critical in allowing Australia to meet its future freight task. A project of this size needs government support, but just as importantly, backing from the private sector.”

“To maximise its productive capacity, we also need to make sure there are efficient linkages to key freight hubs and intermodal terminals along the route. InterLinkSQ is leading the way by establishing a master planned logistics hub along a key section of the Inland Rail route near Toowoomba,” Mr Kilgariff said.

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InterLinkSQ’s General Manager of Commercial & Development, Blair Batts said “The design of InterLinkSQ has considered flexibility in scalability for multiple scenarios over the next 30-year
horizon. This design has been balanced with the commercial reality and consideration of capital costs of commencing a Greenfield Operation as well as minimizing disruption to operations during future construction programs.

“Design of the new rail sidings had to consider the existing constraints on Western Rail System such as 63 gross tone wagon weights, 650m long trains and narrow-gauge line and the likely operational period of between 5 and 10 years under these constraints as well as the upgrade to infrastructure that will come with the construction of the inland rail.

“Post inland rail wagon weights will be 120 tonnes with double stacked, 1.8km trains on standard gauge. This marked difference in design specs has provided significant challenges, however the development will initially cater for rail 650m, narrow gauge trains with rail formation, ballast, sleepers and rail designed to cater for 128 tonne gross wagon loads as well as dual gauge track to cater for both narrow and standard gauge rolling stock. Loading sidings have been future proofed up to 900m and 1200m in length with provisioning sidings up to 2,200m.

“Importantly, the rail sidings have been designed such that new construction will happen between the initial sidings to be constructed and existing main line infrastructure. This will allow InterLinkSQ to maintain full operation during construction periods with no disruption to customers of the rail terminal or businesses located within the precinct.

“It is important that the design of terminals such as InterLink Global Logistics Centre consider future constraints around key infrastructure feeding the developments from their catchment areas.

“The InterLink Global Logistics Centre is strategically located and will access the Inland Rail route on the Gowrie to Helidon section east of Draper Road, which was designated a coordinated project by the Queensland Coordinator General in May 2017. The primary
feeder road network includes the Warrego Highway from the West and Gore highway from South. Both are currently undergoing upgrade works, duplicating lanes and insure that the infrastructure has adequate capacity for anticipated future volumes.

“However significant time and effort has been undertaken in the design of last mile infrastructure and intersection design. The primary access to the Global logistics centre will be via a large round-a-bout which provides the key function of allowing a high traffic flow as our volumes through the terminal increase from start-up as well as providing access and turnaround capability for PBS Class 4 vehicles which will operate under permit within the InterLinkSQ precinct. The round-a-bout design provides maximum flexibility and scalability for the design of the intersection to change to cater for increased heavy vehicle volumes and throughput in the future without disrupting existing traffic flows or operations.”

The Toowoomba Region is open and ready to do business with the rest of the world. InterLinkSQ is the region’s solution for rail, providing a supply chain solution that has been future proofed for anticipated volumes ensuring the capacity of the last mile infrastructure is fit for the task both now and into the future.”

First trains out of InterLinkSQ are expected March/April 2018. Further information can be found at www.interlinksq.com.au.