

# A GRAND INITIATIVE

A multi-user intermodal freight terminal will “revolutionise” the movement of freight from the North West Minerals Province to a major coastal port and the world.

Grand Central Industries Holdings (GCIH) \$31m rail infrastructure development is ‘shovel ready’ and in the process of finalising its construction start date.

This Project, once in operation, is expected to materially contribute toward the debottlenecking of the capacity-constrained Great Northern Railway between Mt Isa and Townsville.

The industrial-scale, open-access terminal will be built in the beating heart of North West Queensland’s mining province, about 7km East of Cloncurry.

The critical infrastructure development is expected to increase the throughput capacity of the 1032km Great Northern Railway (or better known as the Mount Isa Line) by about 2,000,000t a year as part of stage one of the Project.

The Mount Isa to Townsville freight corridor supports billions of dollars of export value and is a backbone of the Queensland’s North West Minerals Province (NWMP), but future growth of the region is being held back by capacity issues on the rail line.

Member for Traeger Robbie Katter said transport of minerals and other products to the port had “reared its head as a genuine constraint” on miners in the region.

“There has been a high growth in miners turning to road trains, instead of rail, to get their products to port and that is inefficient and defies logic,” he said.

“The Grand Central Industries Project offers in some way a response to those inefficiencies.”

Mr Katter described the Project as “crucial” to the region, realising its full economic potential while it would also improve community safety and provide benefits to taxpayers through levies.

“Bulky multi-user infrastructure needs to be part of the plan for the future of the province if we want to remain competitive in a global environment,” he said.

Senator for Queensland Susan McDonald said the Project would “revolutionise the movement of freight from the North West to coastal ports and the world”.

“Cloncurry has long been identified as a region of enormous opportunity, whether it be for fattening bullocks, setting up an airline and airborne medical services, or pulling minerals out of the ground,” she said. “The rise in demand for rare earth minerals has the NWMP perfectly placed to remain a major player in the world resources scene.

“I believe that some of the disadvantages associated with our remoteness can now be overcome to allow the North West to realise its full potential.

“Scott Morrison is the most regions-focused Prime Minister we’ve ever had and it’s the perfect time for Cloncurry and the wider North West to seek funding for innovative Projects that will set the region up for decades of growth.”

This multi-layered infrastructure solution will connect the Great Northern Railway to the Flinders Highway, thus reducing



Grand Central Industries Holdings’ intermodal freight terminal will benefit regional communities in North West Queensland.



The multi-user terminal will enable the North West Minerals Province to reach its full potential.



pressure on the heavily congested road. It is also expected to deliver other flow-on benefits to downstream infrastructure, such as the Port of Townsville and the proposed Townsville Eastern Access Railway Corridor.

Stage one of the Project will allow two additional 1000m-long trains to access, load, unload and park at an optimal location to deliver and or receive mining and other products to their required destination, including backloading from the Port of Townsville.

It will feature a 3.15km rail spur connecting to the Mt Isa Railway, two rail sidings totalling 2.75km in length and a 1500m x 150m hardstand area to enable loading, offloading, stockpiling, parking of trains and other industrial activities.

Additionally, an intersection will connect to the Flinders Highway so vehicles may easily access the 330ha Project site, effectively acting as a major Inland Port for the NWMP region.

GCHI is a Queensland-based company. Its founder and CEO Josip Obajdin said the Project’s vision was to be an open access infrastructure solution for a variety of industry players across a diverse range of sectors.

“Junior miners are particularly expected to welcome this infrastructure, for there are mineral deposits that may currently be stranded or not being fully optimised in terms of their operational and investment

return potential due to a lack of access to rail and rail haulage services,” he said.

Additionally, he noted that this in turn affected the productivity and growth potential of the Mount Isa to Townsville Economic Zone, which generates a gross regional product (GRP) of about \$18b.

“GCIH’s Project clearly demonstrates that industry, government and the environment may all indeed benefit collectively from critical infrastructure development, when the right planning, diligence and partnerships are engaged appropriately, with the long-run collective benefit to all stakeholders being at the core of its objective,” Mr Obajdin said.

Stage two would involve the transformation of the initial rail spur into a full balloon loop, potentially providing access for another two 1000m trains.

Mr Obajdin said this would accommodate North West Queensland’s regional growth potential and economic development, as and when it may be required, in line with the region’s commercial and economic requirements.

Furthermore, he stated that the Project had been meticulously tailored in regards to its geographic locality, engineering and land holding to serve multiple rail operators, logistics firms and various industry sectors, such as mining, agriculture and heavy industry.

Equally important to the economic benefits, the Inland Port is expected to achieve significant environmental and social benefits.

Forecast Project benefits include:

- Enhancing Great Northern Railway’s efficiency through the project’s strategic location, which will enable easier access to the port;
- Boosting the Railway’s throughput capacity by 2,000,000t a year, thus increasing export potential;
- Lower carbon footprint by removing more than 1,000,000t of products from the heavily congested Flinders Highway;
- Reducing Highway maintenance costs and improving community safety by diverting traffic off the Highway and onto rail, a more efficient and effective freight solution for this critical transportation corridor;
- The creation of 62 direct jobs; and
- Enabling the region to be more competitive internationally through lower freight costs.

For more information regarding this critical infrastructure Project, go to: [www.grandcentralindustries.com](http://www.grandcentralindustries.com) or email: [ob\\_ci@gmail.com](mailto:ob_ci@gmail.com)

AMR