

Why?

- Take sea freight between the inland and one of the finest harbours in Australia, relieving congestion in and approaching other ports
- Promote tourism and business from the Coast to Canberra and everywhere in between
- Attract transfer of Canberra's population growth to the Snowy Monaro by reducing commute times to Canberra
- Lessen the reliance on road transport
- More economically transport freight with less stress on the environment



Cost?

Engineer and economist Edwin Michell preliminarily estimated the railway construction cost in 2018 to be a maximum of \$3 billion, including:

- general costs in contracts;
- a high level of contingencies;
- land acquisition; and
- client costs.

Costs were converted to 2018 levels using Reserve Bank data. An underlying basis was data from studies of Inland Rail and High Speed Rail.

How?

Canberra to Cooma – 114kms

- rebuild existing line with minor deviations
- Interface with Goulburn–Canberra line at Queanbeyan
- 5km spur-line to Canberra Airport
- Another option is a full-speed curve between Kingston and Michelago

Cooma to Bombala – 93kms

- rebuild existing line with extensive deviations

Bombala to Eden – 106kms

- new single track alignment via Towamba River Valley
- extensive earthworks, viaducts, a short length of tunnels
- mountainous terrain



The Plan

The Canberra to Eden Railway (C2E) Concept Plan, created by Edwin Michell, was published in 2018 (coomansw.com.au). The Plan was supported by Snowy Monaro Regional Council, providing **decisive regional backing**.

The Concept Plan outlines a railway designed for modern tilting passenger trains capable of travelling at up to 160 km/h, as well as existing freight trains running at up to 115 km/h. A key economic benefit is to efficiently move inland food and fibre exports to the Port of Eden, thereby **boosting trade**, supporting **regional growth**, and **relieving city congestion**.

In a report published in 2024, economist R. J. Nairn confirmed the **strong economic case** for the project, validating it for further development.

National Archives had released in 2023 the design for a Canberra to Yass rail link. This improves the C2E plan, providing a shortened route from Inland Rail to Eden, avoiding the alternative via Goulburn.

Existing freight trains will be used
New passenger trains will need to be procured

A Railway to Eden

"Unless Nature itself is rolled back, Eden will become a great city.

It does not follow that because this fine port has from one cause or another been neglected, that it will continue to be neglected.

When that district is opened by railway communication, to which in my judgement it is justly entitled, Eden ... will become one of the most important places in New South Wales."

Sir Henry Parkes
October 1st, 1891

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The **CANBERRA to EDEN RAILWAY** plan



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