About Inland Rail

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the ‘spine’ of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This 1,700km line is the largest freight rail infrastructure project in Australia. It will connect our farms, mines, cities and ports to global markets and will support Australia’s four richest farming regions.

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

Benefits to New South Wales

- Inland Rail will boost the NSW economy, benefiting communities in our cities and regions.
- Regional employment will see a boost, with 5,000 jobs created in NSW during the peak of construction.
- Over 40% of the total project cost of Inland Rail will be invested in NSW — over $4 billion of investment.
- Improved connectivity to the rail network means a faster, lower-cost link to Brisbane, Melbourne and other markets.
- There will be 200,000 fewer heavy vehicle movements on NSW roads each year in 2050 — diverted from the Newell, Hume and Pacific Highways.

About the Albury to Illabo Project

The Albury to Illabo (A2I) project consists of roughly 185km of existing rail corridor from the Victoria/NSW border to Illabo in regional NSW.

This project will see enhancements to 12 existing structures near Albury/Wodonga, Wagga, Junee and Culcairn, including bridges, footbridges and a rail underpass (see map overleaf).

The structure enhancement and track upgrade works within the existing rail corridor are needed to accommodate double-stacked trains.

Subject to approval, the work will involve lowering or shifting the track, and raising, widening or replacing some structures.

To ensure safety, some signalling structures, power poles and other infrastructure will be moved further away from the track.

Where are we now?

In 2016, we started early thinking about engineering concepts that could support the running of double-stacked trains on the rail line in New South Wales. This was the ‘Concept Assessment’.

We have undertaken a series of investigations and are planning further detailed assessments to gain an understanding of the local flora and fauna that exist within the rail corridor and determine local ground conditions. This second stage is called ‘Project Feasibility’ and will help us understand any technical challenges and opportunities. It also helps to inform our conversations with communities across regional New South Wales.
Next steps

The A21 project is currently at the early design stage and we are working on outlining potential design solutions for each structure.

All proposed changes will be managed in close consultation with local councils, NSW Government and the local community.

We have been engaging with the community in regional New South Wales since mid-2018 to discuss our early design thinking and will continue over coming months to gather stakeholder and community feedback.

These conversations will focus on:

- sharing information around how the proposed enhancement works will sit in the local environment
- what this may mean in terms of changes in the way you may travel in your community
- what you can expect to see and hear from the operation of double stack freight train operations.

Join the conversation

We are planning:

- one-on-one meetings with neighbours in the areas where enhancements are being undertaken
- neighbourhood conversation booths to share information and hear local feedback
- community drop-in sessions at local areas with high foot traffic (see below for details)
- engagement with councils, industry and road and rail agencies to facilitate design solutions that support wider community outcomes where practicable.

We’re looking forward to visiting your town soon to share our story and gather your feedback on our early designs to help us develop and refine the next stage of the project.

A key element of this phase of planning is engaging with our communities around the existing rail corridor enhancement sites. It is important to us to work with neighbours and local communities to ensure local knowledge and experience is captured.

Community drop-in sessions

<table>
<thead>
<tr>
<th>Location</th>
<th>Date/Time</th>
<th>Venue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Junee</td>
<td>Thursday 13 Sept</td>
<td>Junee Newsagency, Corner Humphrys Street and Lorne Street, Junee NSW</td>
</tr>
<tr>
<td>Albury</td>
<td>Monday 24 Sept</td>
<td>QEII Square, Dean Street, Albury NSW</td>
</tr>
<tr>
<td>Wagga</td>
<td>Tuesday 25 Sept</td>
<td>Wagg Wagga Marketplace (near the food court) Baylis Street, Wagga Wagga NSW</td>
</tr>
</tbody>
</table>

Picturing the detail

Point and click – and you have a 3D scan of a bridge! A new laser scanner with on-board cameras is allowing engineers on the Inland Rail project to capture the image and dimensions of bridges along the rail line in just minutes.

Engineer Kris Brown from KBR has been using the 3D scan technology to snap the heights, widths and depths of concrete bridges from Albury to Illabo while working on Feasibility Stage designs.

“We’re using the Leica BLK360 camera for the first time in NSW to capture High Definition Laser Scans of existing bridges along the Inland Rail project,” Engineer Kris Brown says.

“It’s an extremely handy, compact and portable tablet to help us measure large structures accurately from a short distance away which helps keep our team safe around operating rail lines.”
The need for Inland Rail

Australia’s freight volumes are forecast to more than double by 2050. If nothing changes, this will mean even greater road congestion due to more trucks impacting our national and local road networks. The first train is scheduled to operate in 2025 and each 1,800m train using the Inland Rail network has the ability to remove the equivalent of 110 B-double trucks from our roads by transporting freight in a cost and time competitive way.

This means reduced carbon emissions of 750,000 tonnes.

This sustainable solution will slash Australia’s fuel bill, moving our consumer goods and exports with as little as one-third of the fuel that it would take to move the load on our highways.

Inland Rail will provide freight customers on the east coast with competitive pricing, 98% reliability, a transit time from Melbourne to Brisbane of less than 24 hours, flexibility for faster and slower services, and a freight solution that supports a greater share of rail in the market.

What does Inland Rail mean for me?

While Inland Rail will use the existing rail line through New South Wales, we will need to make changes to some bridges and other structures so that higher trains will be able to travel along the rail line in future. No new track is required, though in some places we may move it slightly inside the current corridor or upgrade the track.

The work we are doing now includes understanding what these changes might mean for local walking and cycling connections, noise and visual amenity.

When will work start?

While we’re coming into the second phase of our planning and engineering investigations, we’ve still got some way to go. Community consultation and engagement is starting now to help inform this work, and the necessary approvals. We plan to be doing a lot of talking before we start building. At this stage, we expect construction to start in late 2020 in the Albury to Illabo section.

What if my property borders the existing rail line being enhanced as part of Inland Rail?

Over the coming six months you might see our teams conducting various field studies near your property to support environmental and engineering assessment. We will also be out in the community, meeting our immediate neighbours and introducing ourselves to the wider community.

We are happy to meet with you to listen, understand and answer your questions in person – please contact us if you would like to arrange a meeting. We will also let you know how you can provide input to the planning process.

How noisy will Inland Rail be?

ARTC is committed to limiting the impact of operational activities on the communities in which we work. As part of the Albury to Illabo project, noise monitoring and assessment will be undertaken along the alignment to better understand how the introduction of double stack trains may impact our neighbours.

Operational rail noise and vibration will be assessed in accordance with the Rail Infrastructure Noise Guideline (RING) published by the NSW Environment Protection Authority. RING provides noise and vibration trigger levels above which feasible and reasonable noise abatement must be considered.

Rail safety – Keep safe by stopping at all rail crossings, looking and listening for trains, and obeying all warning signals and signs before proceeding.

Rail safety is everyone’s responsibility.

Find out more

ARTC is committed to working with communities and landowners, State and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about the A2I project, please let us know.

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