

ILLABO TO STOCKINBINGAL



PROJECT FACT SHEET

NSW

ABOUT INLAND RAIL

Inland Rail is a once-in-a-generation project that will enhance supply chains and complete the backbone of the national freight network by providing for a transit time of 24 hours or less for freight trains between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

Inland Rail will transform the way we move freight around the country, connect regional Australia to markets more efficiently, drive substantial cost savings for producers and consumers, and deliver significant economic benefits.

Comprising 13 individual projects and spanning more than 1,700 km, Inland Rail is the largest freight rail infrastructure project in Australia and one of the most significant infrastructure projects in the world.

ABOUT THE ILLABO TO STOCKINBINGAL PROJECT

The Illabo to Stockinbingal (I2S) project is a new rail corridor that will connect Illabo to Stockinbingal in New South Wales. It is approximately 37 km in length and is located within the local government areas of Junee and Cootamundra-Gundagai. This new section of rail corridor will provide a new direct route from east of Illabo, tracking north to Stockinbingal and connecting into the existing Forbes rail line. The route bypasses the steep and windy section of track called the Bethungra Spiral.

A concept assessment of the Illabo to Stockinbingal section was undertaken between 2016 and 2017 which established a 2 km wide study area that was approved by the Australian Government. The project is now in feasibility design phase, and site investigations, environmental assessments and field studies will continue to occur in consultation with landowners, councils and other key stakeholders.



NEIGHBOURING PROJECTS

Inland Rail has been divided into 13 projects to deliver the 1,700 km rail line by 2025. The I2S project involves building 37 km of new rail track and is one of seven projects in NSW.

NEIGHBOURING PROJECTS

The I2S project connects to the Albury to Illabo (A2I) project in the south and Stockinbingal to Parkes (S2P) project in the north.

These projects are different in type and timing to I2S.

I2S will establish a new rail line, while A2I and S2P are enhancements of existing rail corridors.

INLAND RAIL PROJECTS

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WHAT HAS BEEN HAPPENING?

Some of the work completed so far includes:

- ▶ preliminary field studies within the 2 km wide study area, including flood, hydrology, ecology and geotechnical studies
- ▶ meetings with landowners and local farmers to get a better understanding of local opportunities, conditions and potential impacts
- ▶ collaboration with councils to better understand issues such as flooding, roads and traffic patterns
- ▶ carrying out a Multi Criteria Analysis (MCA) to narrow the study area from 2 km wide to a 250 m wide study area, known as the focus area of investigation (FAI).

We have been progressing the rail corridor design to 70% with additional assessments, including constructability assessment, ecological and cultural field investigations, as well as survey works to identify areas of constraint.

The MCA process is recognised as an industry standard and is widely used in Australia and internationally. An MCA considers a range of factors, including technical viability, environmental impacts, safety, community and property impacts, operational approach, approvals, stakeholder engagement, constructability and schedule.

NEXT STEPS

We will be continuing our investigations within the 250 m wide focus area of investigation during the second half of 2019. As part of this, we will be consulting with landowners and the wider community on the FAI, as well as also elements of the 70% feasibility design such as the location of level crossings and borrow pits. There will also be environment and engineering experts conducting further field investigations in the region.

These activities will assist with our final rail corridor design, and feed into an Environmental Impact Statement (EIS) for the I2S project.

The EIS document aims to outline the potential project impacts and mitigations for consideration by the Department of Planning, Industry and Environment (DPI&E).

It also captures the information gathered from stakeholder consultation, such as meetings with landowners, councils, industry and wider community. The EIS also details how information gathered from consultation was considered in the narrowing of the study area to a final rail corridor.

Once the EIS document is complete, it will be put on public exhibition for a minimum of 30 days, we expect this to occur in mid-2020.

During the exhibition period, the community is invited to provide feedback for the DPI&E to consider, before the project is approved by the Minister for Planning. The final 40 to 60 m wide rail corridor will be released as part of the EIS.

Ongoing consultation and engagement with landowners and the broader community is an important part of developing the project. We will be holding further information sessions and meeting with landowners and stakeholders in the coming months to collect your feedback.



**Timeframes are indicative and are subject to change*

WANT TO KNOW MORE?

ARTC is committed to working with landowners, communities, 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, please let us know.

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