We’re undertaking freight line improvements in Victoria – bringing economic and connectivity benefits to regional Victoria and Melbourne.

Australian Rail Track Corporation (ARTC) is responsible for managing infrastructure maintenance, capital upgrades and the movement of trains on interstate railway tracks across South Australia, Victoria, Western Australia, New South Wales and Queensland.

**INLAND RAIL TOTTENHAM TO ALBURY PROJECT**

Australia’s freight volumes are forecast to more than double by 2050 which will mean greater road congestion on our national and local road networks.

Inland Rail is about providing opportunities for producers to move goods without increasing the number of trucks on our roads, and specifically the Hume Highway in Victoria.

**ABOUT THE INLAND RAIL TOTTENHAM TO ALBURY PROJECT**

The Inland Rail Tottenham to Albury project will see the introduction of double stacked freight trains onto 305km of the existing North East Rail Line.

While we will use the existing rail line through Victoria, we will need to make changes to some road bridges, footbridges and tracks where we do not currently have enough height or width to support the running of double stacked freight trains.

There are 27 sites along the corridor where we do not currently have enough clearance to support the running of double stacked freight trains. A list of the sites and the proposed solution can be found at inlandrail.com.au/T2A

We require 7.1 metres of vertical and around 4.5 metres of horizontal clearance to allow the taller trains to run on the track. To achieve the necessary clearance under bridges, track lowering is preferred, at some sites this may not be possible, and we are looking at other options such as raising or replacing bridges.

The Tottenham to Albury project in Victoria is one of the 13 projects that complete Inland Rail - completing the ‘spine’ of the national rail freight network providing a direct route for producers between Melbourne and Brisbane.
WHAT DOES IT MEAN FOR ME?

While we will use the existing rail line through Victoria, we will need to make changes to some bridges and other structures so that taller trains will be able to travel along the rail line in future. The main work we are doing now includes understanding what these changes might mean for local walking and cycling connections, noise and visual amenity.

WHAT WILL BE DIFFERENT?

Currently in Victoria freight trains travel on the line between 80 and 115 kilometres per hour and are up to 1.8 kilometres long. This will not change when Inland Rail work is operational.

Freight trains are also currently able to carry up to 25 tonnes of weight on each axle. Inland Rail is optimising this carrying capacity. It is not about increasing weight but increasing the volume of freight carried on a single train.

The key challenge is creating the clearances required to allow double stacked freight trains, which are around 2 metres higher than the existing single stack freight trains, to safely run underneath 43 bridges along the 305km alignment.

HOW NOISY WILL INLAND RAIL BE?

As part of the Tottenham to Albury project, we will be undertaking noise monitoring along this section of the alignment. This will help us understand current operation noise levels as well as how the introduction of double stack trains will impact our neighbours.

WHAT’S BEEN HAPPENING?

Over the past year we’ve undertaken a range of investigations, developed and tested design options, talked to people who live next to the enhancement sites and members of the wider community and with stakeholders to help us develop a preferred design for each of the enhancement sites in Victoria. This has included ecological surveys, geotechnical investigations and technical studies to progress design, as well as considering the comments and feedback we have received from Council, stakeholders and the community during our early engagement. These conversations are continuing.

WHAT’S NEXT?

We are working towards having a final design solution in the second quarter of 2019 with construction scheduled to take place between 2020 and 2025.

Before work starts on the ground, we will be discussing the design further with our neighbours, community members and stakeholders, conducting assessments like noise studies to inform the design, obtaining planning approvals to deliver the work and providing information about construction.

Thank you for providing feedback and getting involved in the project over the past months. We’ve gained valuable feedback on our early design thinking and look forward to continuing the conversation in the new year.