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 new 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; provide supply chain benefits and substantial cost savings for producers.

About the Tottenham to Albury project

The Tottenham to Albury (T2A) project is an enhancement to 305km of the existing North East Rail corridor. Starting near Tottenham Railway Station in Melbourne’s west, it shares the Metro Sunbury Line to Albion Railway Station, and then travels along the Metro Craigieburn Line to Jacana Railway Station. The line then follows the Hume Highway to Seymour, turning north-east to meet the Victoria/NSW border at Albury-Wodonga.

This project will see enhancements of existing structures and increased clearances along the rail corridor for sites that currently do not have enough height or width to support the running of taller trains along the existing rail corridor. The enhancement works are required to accommodate double stacked trains of 1,800m in length to be run on the track, requiring 7.1 metres in vertical and around 4.5 metres of horizontal clearance.

Neighbouring projects

The T2A project connects to the Albury to Illabo (A2I) project in the north. Similar to T2A, A2I enhances existing structures along the existing rail line.

Inland Rail projects

Inland Rail has been divided into 13 projects to deliver the 1,700km rail line by 2024/25. T2A is an enhancement of an existing rail corridor and is the only Inland Rail project in Victoria.
TOTTENHAM TO ALBURY, VIC

What has been happening?
The project is in the Project Feasibility stage. This involves investigations and field studies to help us understand technical challenges and opportunities. It also helps to inform our conversations with communities across Melbourne and regional Victoria which are critical to developing the design solutions that will determine what works are undertaken at each of the 27 sites along the 305km alignment where this is not enough height or width to support the running of the taller trains.

We have been meeting with neighbours and local communities to share our early design thinking and capture local knowledge and experience in areas where works will be undertaken. These conversations have involved sharing our early thinking around how we might be able to provide required clearances and what this may mean for those who live nearby or travel through the area whether on foot, bicycle, car or train.

Next steps
We will continue our environmental and technical investigations, and engagement with communities and landowners as we continue to refine our design. Your feedback is important in informing our solutions.

We will also be extending our conversations further into the communities along the alignment during the latter part of 2018 and early part of 2019.

Want to know 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 T2A project, please let us know.

1800 732 761
inlandrailvic@artc.com.au
ARTC Inland Rail, GPO Box 2462, Queen Street, Brisbane Qld 4000
www.inlandrail.com.au

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