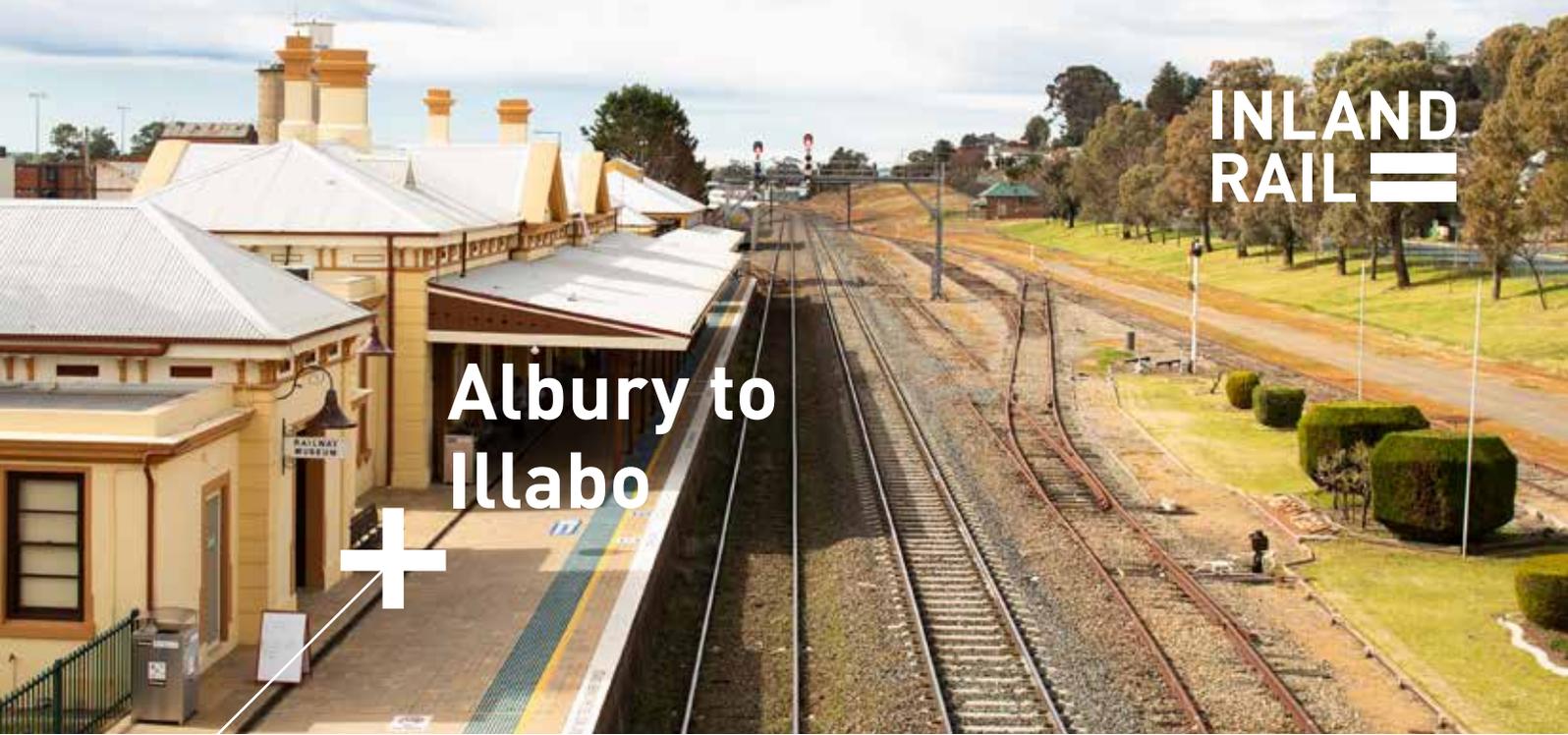


## Albury to Illabo



### PROJECT FACT SHEET

NSW

#### About Inland Rail

Inland Rail is the missing link in Australia’s national supply chain. It will complete the backbone of the national freight network by providing transit times of less than 24 hours for freight trains between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

Comprising 13 projects and spanning 1,700km from Melbourne to Brisbane, Inland Rail will transform how we move goods around our vast country, creating more opportunities for regions to connect to cities and businesses to markets.

#### About the Albury to Illabo project

The Albury to Illabo (A2I) project is approximately 185km of existing rail corridor from the VIC/NSW border to Illabo in regional NSW. While we will use the existing rail lines, we will need to make enhancements or modifications to some structures such as footbridges and road bridges,

signal structures, aerial cables and level crossings to create the height and width (horizontal and vertical clearances) required for double-stacked container trains. We will also remove rundown and out-of-use structures in the clearance zone.

In addition, there will be locations where existing tracks will be:

- ▶ moved sideways to provide clearances between tracks
- ▶ lowered to provide clearance under some road bridges.

To ensure safety on the rail corridor, all track and trackside infrastructure will be assessed and actions taken to comply with current standards.

#### What has been happening?

In the past year, we have undertaken preliminary studies and spent time speaking with communities and landowners along the rail corridor. We have also been working on outlining potential design solutions for each structure.



#### Neighbouring projects

The A2I project connects to the Tottenham to Albury (T2A) project in the south and Illabo to Stockinbingal (I2S) project in the north. Similar to A2I, T2A enhances existing structures along the existing rail line. I2S is greenfield project that will construct a new rail corridor and tracks.



All proposed changes will be managed in close consultation with NSW Government, local councils and the communities. Some of the work we have undertaken so far includes:

- ▶ preliminary field studies such as ecology, geotechnical and heritage studies to gain an understanding of the existing environmental features, technical challenges and opportunities
- ▶ conducting an engineering desktop study to gain an understanding of issues and opportunities within the project area
- ▶ meeting with landowners and other stakeholders to gain a better understanding of local opportunities, impacts and conditions
- ▶ working with councils, industry and the community to better understand the local environment.

## Environmental planning and approvals

Following further investigations and due to the increased complexity, the A2I project has been identified as State Significant Infrastructure (SSI) in accordance with NSW legislation. This requires the preparation of an Environmental Impact Statement (EIS) which is determined by the Minister for Planning and Public Spaces.

We will be lodging an SSI application and scoping report with the NSW Department of Planning, Industry and Environment (DPIE) for the A2I project in early 2020. The scoping report is a high-level, preliminary assessment used to guide the project's environmental assessment requirements, which will be issued to ARTC by DPIE. This report will be available on the DPIE Major Projects website.

We will also be lodging a referral to the federal Department of the Environment and Energy (DoEE) to determine if the A2I project is a 'controlled action' that requires assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999*.

We are continuing design investigations and gather further information to feed into the EIS. The EIS will outline potential environmental and social impacts of the project for consideration by DPIE. It will also capture information gathered from consultation with the community and other stakeholders such as councils, industry and community groups and how this was considered. The work to compile the EIS will begin in early 2020.

Once complete, the EIS is placed on public exhibition for a minimum of 28 days. Community members and other stakeholders are invited to provide their feedback and make formal submissions, which will be considered by DPIE when assessing the project. The Minister for Planning and Public Spaces makes a decision on the project's approval. The project has to be approved in order for construction on A2I to commence.

## Next steps

The A2I project is currently in the reference design stage. This phase involves further environmental and technical investigations, hydrology studies and engagement with communities and landowners. Some of the investigations you may see being undertaken in your area include:

- ▶ ecological surveys – to identify habitats and/or species that exist within the rail corridor
- ▶ ongoing geotechnical surveys – to identify local ground conditions
- ▶ cultural heritage surveys – investigations for any evidence of Aboriginal or non-Aboriginal artefacts/heritage
- ▶ ongoing utility identification surveys – to identify infrastructure such as gas and water pipelines
- ▶ noise, air quality and vibration survey – to measure baseline background noise, air quality and vibration levels.



Timeframes are indicative and are subject to change

## Want to know more?

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

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# ARTC

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

CURRENT AS AT DECEMBER 2019