



# Border to Gowrie

## About Inland Rail

Inland Rail is a 1,700km fast freight backbone providing transit times of less than 24 hours for freight trains travelling between Melbourne and Brisbane via regional Queensland, New South Wales and Victoria.

As each section of Inland Rail is completed, it is transforming how we move goods around Australia, better linking businesses, manufacturers and producers to national and global markets and generating new opportunities for industries and regions.

Comprising 13 individual projects, Inland Rail is the largest freight rail infrastructure project in Australia and one of the most significant infrastructure projects in the world.

## About the Border to Gowrie project

The Border to Gowrie section of Inland Rail will connect one of Australia's most productive farming regions to markets across the country.

This section includes building approximately 138km of new dual gauge track and upgrading approximately 69km of track from the New South Wales/Queensland border, near Yelarbon, to Gowrie Junction, north west of Toowoomba in Queensland.

Once complete, it will help producers be more competitive, using rail to connect to markets in Brisbane, Melbourne, Sydney, Adelaide and Perth more efficiently, more reliably and in larger volumes.

## Project status

The Border to Gowrie project is currently in the environmental approvals stage.

The project's draft Environmental Impact Statement (EIS) was released for public notification and comment by the Queensland Coordinator-General (CG) on Saturday 23 January 2021 and closed on Tuesday 4 May 2021.

## Next steps

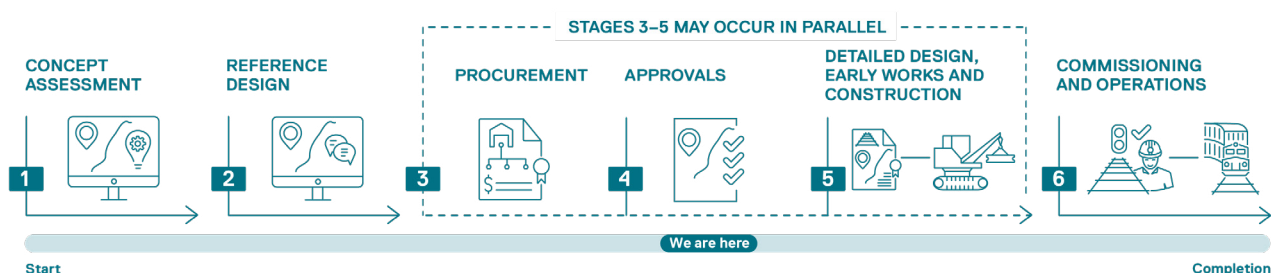
The CG has evaluated the draft EIS against public submissions and feedback from advisory agencies, and has requested further information be addressed by ARTC in a revised draft EIS.

The revised draft EIS will be subject to a period of public consultation to ensure all stakeholders can consider ARTC's responses to their submissions and provide further comment on the project.

The timing for public consultation will be determined by the CG following submission and acceptance of ARTC's revised draft EIS.

For more information please visit [inlandrail.com.au/b2g](https://inlandrail.com.au/b2g)

## B2G project stages



*Timelines are indicative and subject to change. Major construction will not start until statutory approvals have been received.*

## What has been happening?

We have undertaken extensive field studies to gain an understanding of the project area's environmental features, technical challenges and opportunities including:

- **geotechnical and ecological surveys** – to gather information about soil, rock and native habitats
- **hydrology studies** – to examine flooding and surface water movements
- **noise, air quality and vibration surveys** – to measure these levels at key project sites
- **utility identification surveys** – to identify infrastructure such as gas and water pipelines
- **land and heritage surveys** – to identify property boundaries and investigate any evidence of Aboriginal and non-Aboriginal artefacts and heritage.

Site investigations, environmental assessments and field studies will continue as we consult with landowners, local councils and other key stakeholders.

Field investigations and surveys will occur on public land, in road reserves and within the Queensland Rail corridor. Investigations on private property will be arranged with individual landowners. All investigations are weather permitting.

## Independent International Panel of Experts for Flood Studies in Queensland

Last year, the Australian Government released the final report from the Independent International Panel of Experts for flood studies in Queensland (the Panel).

The final report by the Panel found that our flood models in Queensland are fit for purpose and demonstrate industry best practice the reference design stage of the project.

We are implementing the six recommendations into the project's revised draft EIS and will refine our detailed designs in partnership with our construction contractors BHQ JV and Laing O'Rourke.

## Our preferred construction partners

In 2021, we announced BHQ JV as the preferred construction partner for the Northern Civil Works between Whetstone and Gowrie, and Laing O'Rourke as the preferred construction partner between the New South Wales/Queensland Border and Whetstone.

We are working with both companies to review the project's reference design.

Investigations such as geotechnical surveys and relocating utilities are often completed at this stage to enhance and validate the existing reference design.

### Leave your comments and feedback on our interactive map



Scan the QR code to visit our interactive map. Your feedback will help us get a better understanding from a community perspective.

