



**NARROMINE TO NARRABRI
COMMUNITY CONSULTATIVE COMMITTEE**

21–22 May 2019

ARTC INLAND RAIL REPRESENTATIVES

- **Reannan Ellaby** – Technical Approvals Lead
- **Andrew Skele** – Environment Manager NSW
- **Matthew Errington** – Environmental Advisor
- **Kyle-James Giggacher** – Project Delivery Engineer
- **Patricio Munoz** – Stakeholder Engagement Manager NSW (North)
- **Michael Clancy** – Manager, Business Development and Property
- **Patrick Leahy** – Property Specialist

STAKEHOLDER ENGAGEMENT AND CONSULTATION

PATRICIO MUNOZ
STAKEHOLDER ENGAGEMENT MANAGER NSW (NORTH)



- ARTC is responsible for the delivery of Inland Rail.
- It is a vital project supported by both major political parties.
- We will plan and build this with the support of governments, in partnership with the private sector and hand-in-hand with the community.

Rail ‘shopfront’ for Narrabri

Apr 10, 2019 | News

As development work proceeds on the planned Inland Rail project, the Australian Rail Track Corporation, ARTC has confirmed the appointment of a Narrabri based community engagement staff member and is planning an information ‘shop front’ in Narrabri.

- Investigating options across the alignment.
- Information and assistance when and where you need it.
- Employing regional staff.

STAKEHOLDER ENGAGEMENT NSW (NORTH)



Narrabri Show - 2019

- Stakeholder Engagement North and South:
 - **North:** Parkes to Narromine, Narromine to Narrabri, and Narrabri to North Star.
 - **South:** Albury to Illabo, Illabo to Stockinbingal, and Stockinbingal to Parkes.
- **Amelia Laoratana** is the N2N Stakeholder Engagement Lead.
- Our team is growing and we are looking for regional staff.



INLAND RAIL

**BECOME PART OF OUR TEAM
MAKE A DIFFERENCE IN YOUR COMMUNITY**

IMAGINE BEING PART OF A ONCE-IN-A-GENERATION, LANDMARK INFRASTRUCTURE PROJECT.

Inland Rail’s 1,700 km track will transform the way we move freight around the country, connecting regional Australia more efficiently to markets.

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC). ARTC is one of Australia’s largest rail network owners and we’re proud to be a vital part of the transport supply chain and the economic development of Australia.

WE ARE INVITING YOU TO JOIN OUR DYNAMIC TEAM

ARTC is looking for new team members for the **Inland Rail stakeholder engagement team**.

We are seeking candidates from **regional New South Wales** to drive and manage local community and stakeholder engagement.

THE OPPORTUNITY

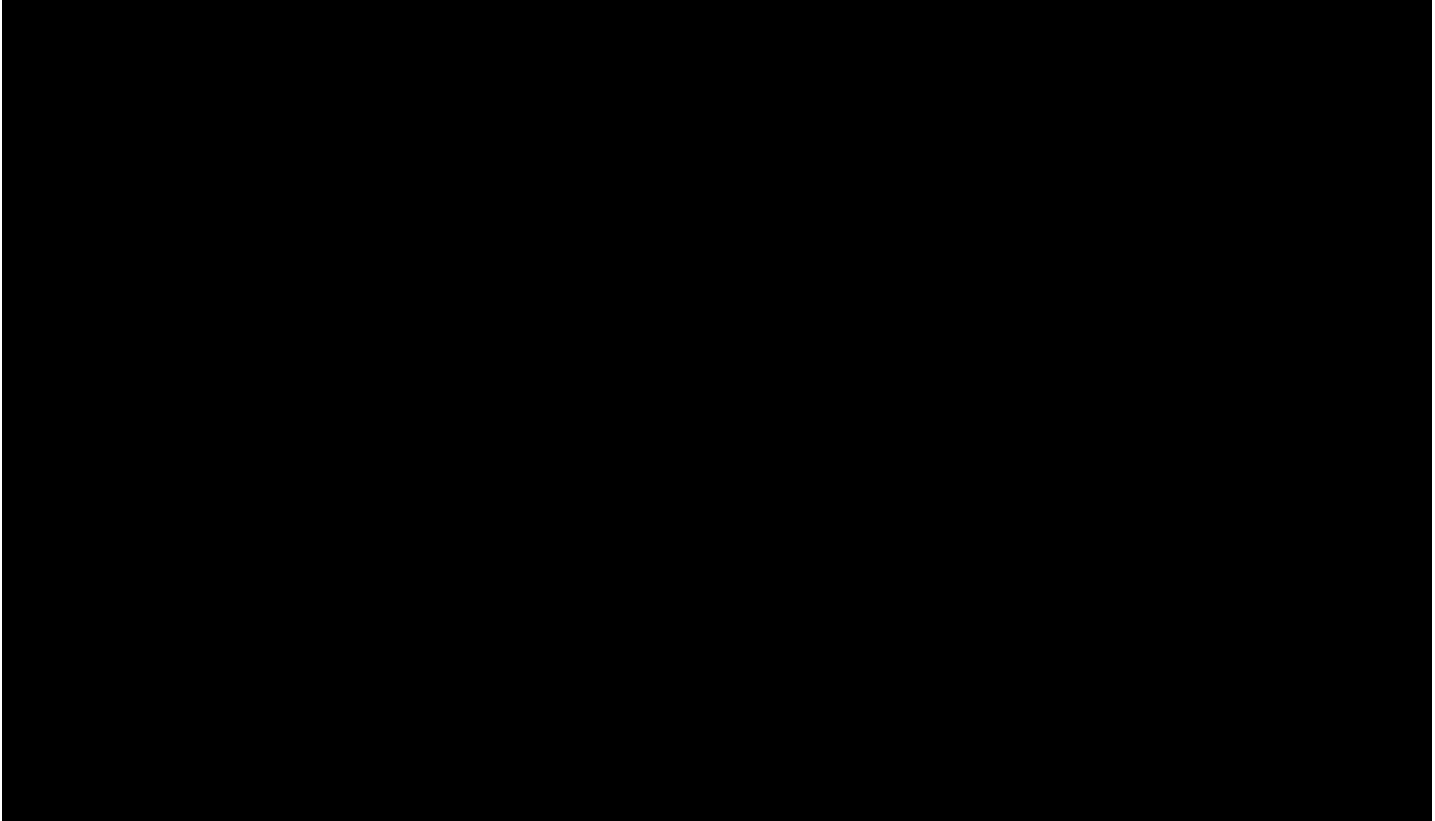
- ▶ Use your experience in **community engagement, communications or customer service** to build and maintain relationships with councils, landowners, businesses and key stakeholder groups in **your local community**.
- ▶ Work **independently and as part of a diverse team** to promote effective and transparent community engagement.
- ▶ Learn and grow in a **complex project environment** that **demands and rewards innovation**.
- ▶ Become a **spokesperson for your community** and the Inland Rail project.

FIND OUT MORE

If this sounds like you, please visit inlandrail.artc.com.au/work-with-us

Please note applications may be assessed and progressed before the closing date.

SUPPORTING THE PROJECT



- The stakeholder engagement team have been assisting with site and field investigations, such as:
 - Cadastral surveys,
 - Geotechnical studies,
 - Flood structures and utilities, and
 - Cultural heritage investigations.
- We thank you for your continued patience and support.

SUPPORTING THE COMMUNITY



Baradine Show - 2019

- ARTC Inland Rail is committed to supporting local communities. We love to get involved in local events and shows.
- We have sponsored the Baradine, Gilgandra, Narrabri, Coonamble and Moree shows.
- We have held 'pop-up' stalls in Gilgandra, Baradine, Narrabri and Narromine.
- Regular project updates via email and social media channels (Instagram, Facebook, Twitter and YouTube).

NEXT STEPS



Baradine pop-up - 2019

Sponsorships and donations



Second round applications are open until 6:00pm (AEST) 31 July 2019.

Inland Rail is committed to supporting communities along the alignment, by making voluntary financial contributions to eligible community groups running events, projects and activities which contribute to local and regional prosperity, well-being and sustainability.

Financial requests between \$1,000 and \$4,000 will be considered from eligible community organisations.

There are four annual open rounds.

For projects, events, activities commencing:	Round opens:	Round closes:
June to August	1 February each year	30 April each year
September to November	1 May each year	31 July each year
December to February	1 August each year	31 October each year
March to May	1 November each year	31 January each year

ENGINEERING AND ENVIRONMENT PROJECT UPDATE

KYLE-JAMES GIGGACHER
MATTHEW ERRINGTON
REANNAN ELLABY

PROJECT OVERVIEW

We Are Here



WHAT IS INLAND RAIL?

- Connected
- Fast (Straight & Flat)
- Reliable (98%)
- Cost Effective

Feasibility Includes:

- Community Consultation
- Site investigations
- Feasibility Design
- Environmental Impact Assessment

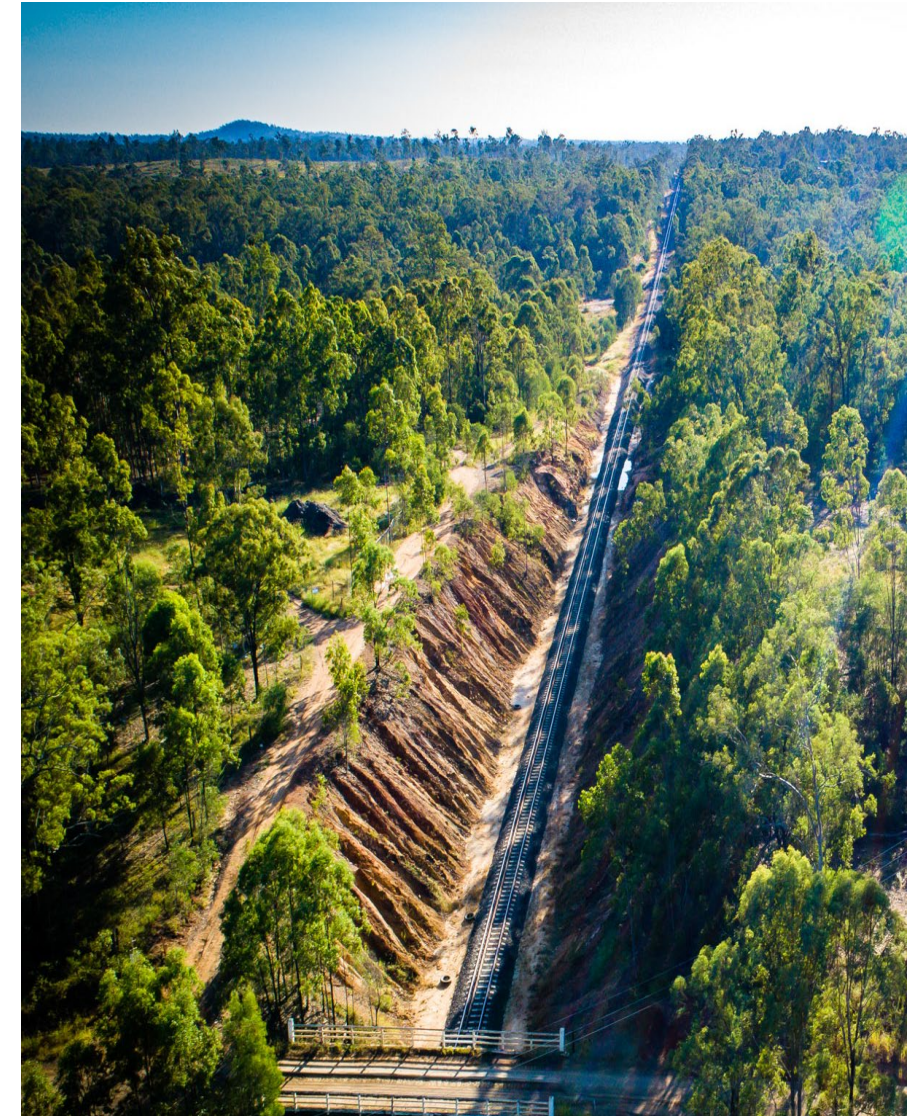
FEASIBILITY FIELD INVESTIGATION UPDATE

ENGINEERING

- Geotechnical
- Survey
- Hydrology
- Utilities
- Road and Rail Interface
- Traffic and Transport
- Borrow Pits

ENVIRONMENTAL

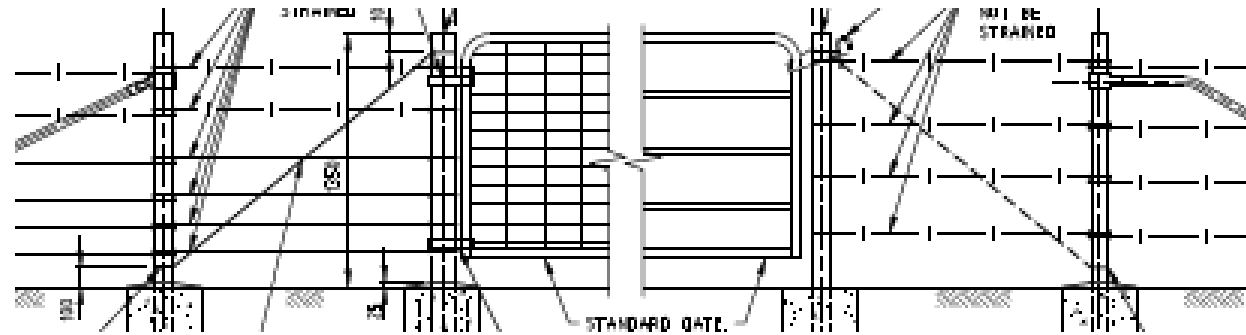
- Terrestrial and Aquatic Ecology
- Cultural Heritage
- Surface and Groundwater
- Noise and Vibration
- Social Impact
- Agriculture and Land Use
- Landscape and Visual Amenity



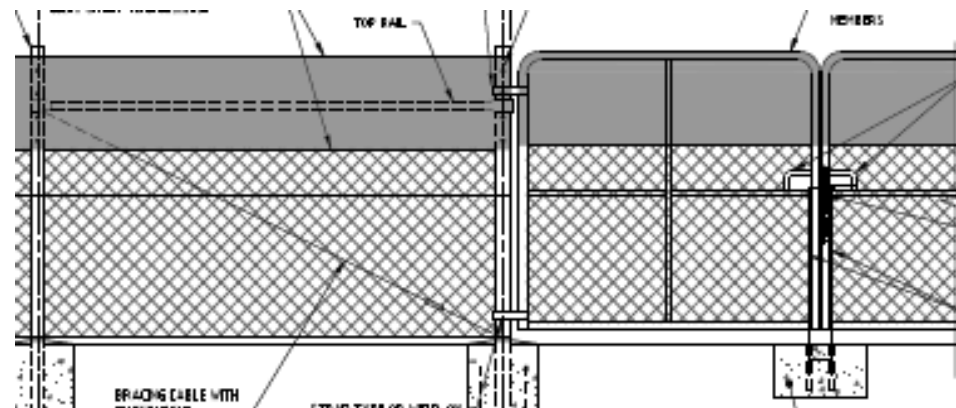
AGENDA ITEMS

1. Indicative fencing types
2. Cadastral survey
3. Elevation Modelling and follow-up flood presentation
4. Typical viaduct arrangement

INDICATIVE FENCING TYPES



Standard Rural Wire Fence



Standard Fauna Exclusion Fence

CADASTRAL SURVEY UPDATE

- Survey Adjusted Cadastral Models (SACM) are done using existing survey marks as reference which appear on the cadastral plans. Most of the time those marks are outside of the property in question, and hence why they can be outside of the study area even if the property is within the study area.
- Completion of Cadastral Survey in the field is expected by the end of May 2019.

NARROMINE - ELEVATION MODELLING AND FLOOD MODEL FOLLOW UP

- Presentation on elevation modelling, at the highest available accuracy, for the Narromine to Burroway project section –in the next CCC meeting.
- Provide a follow up presentation in respect of the Narromine – Burroway component of the Flood Modelling presentation inclusive of explanatory notes on the Macquarie River and Backwater Cowal Floodplain animation and any additional findings – in the next CCC meeting

TYPICAL VIADUCT ARRANGEMENT

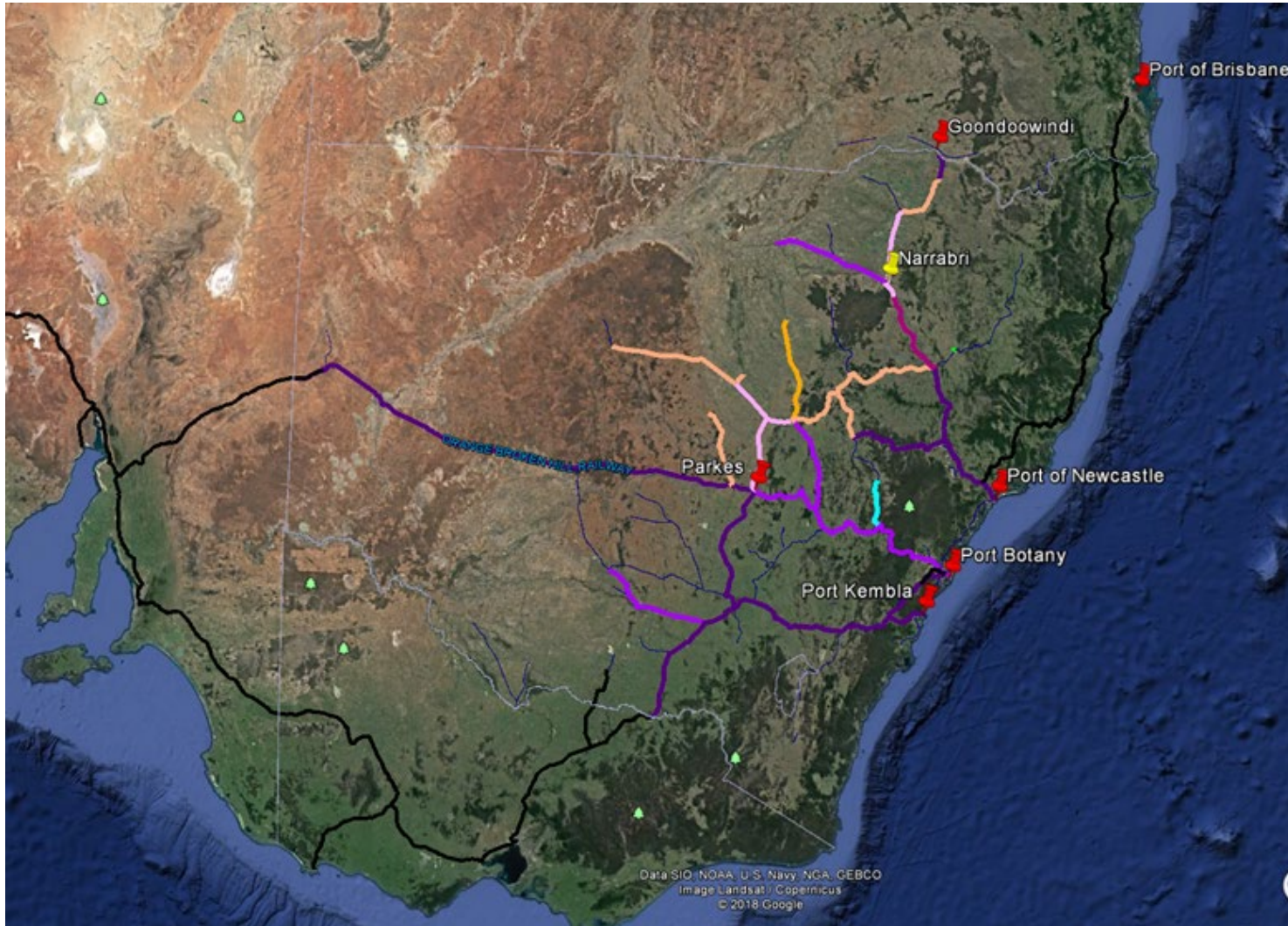


TYPICAL VIADUCT ARRANGEMENT



MICHAEL CLANCY
MANAGER BUSINESS DEVELOPMENT AND PROPERTY
HUNTER VALLEY

NSW NETWORK – A BRIEF HISTORY



Multiple Route Standards

- Wagon Tonne Axle Load (TAL)
- Locomotive TAL
- Maximum Length

SERVICE DESIGN, WAGON CAPABILITY, PORT ACCESS

1. All ports are connected
2. All ports are currently limited to single stack

Current Interstate Network*

23 TAL = 92 tonne gross maximum

Includes wagon mass ~21t to 23t

@ 80kph



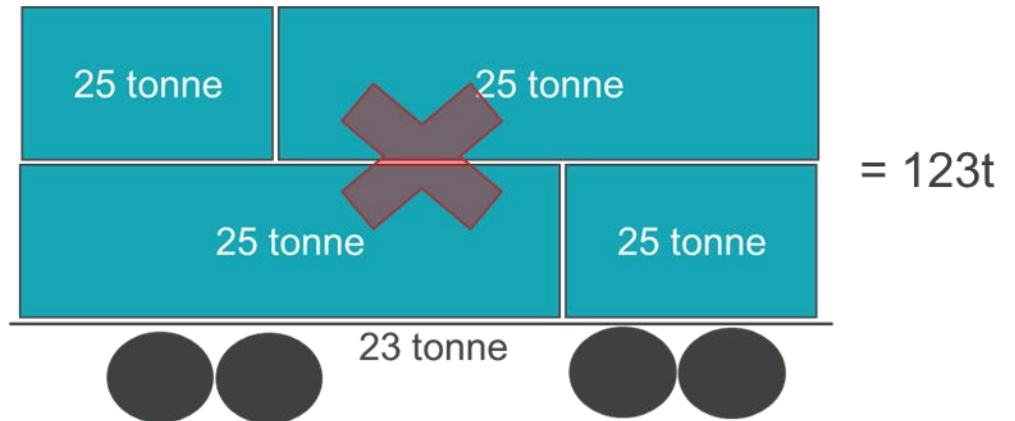
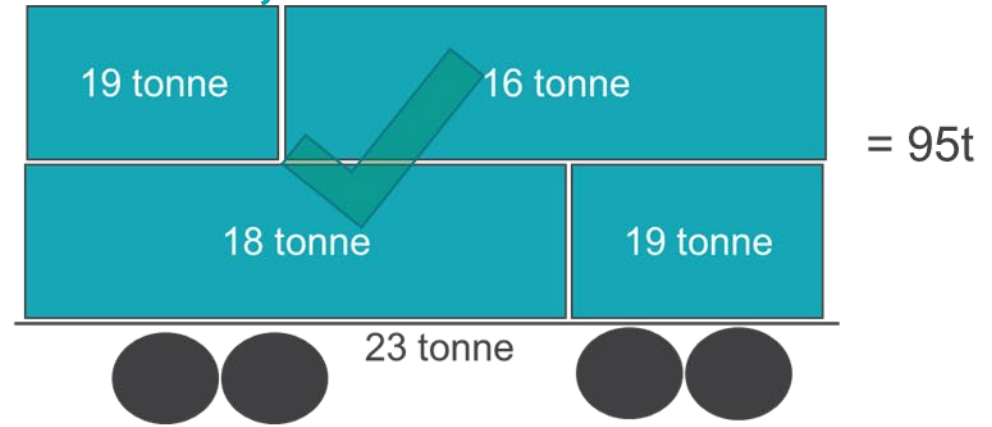
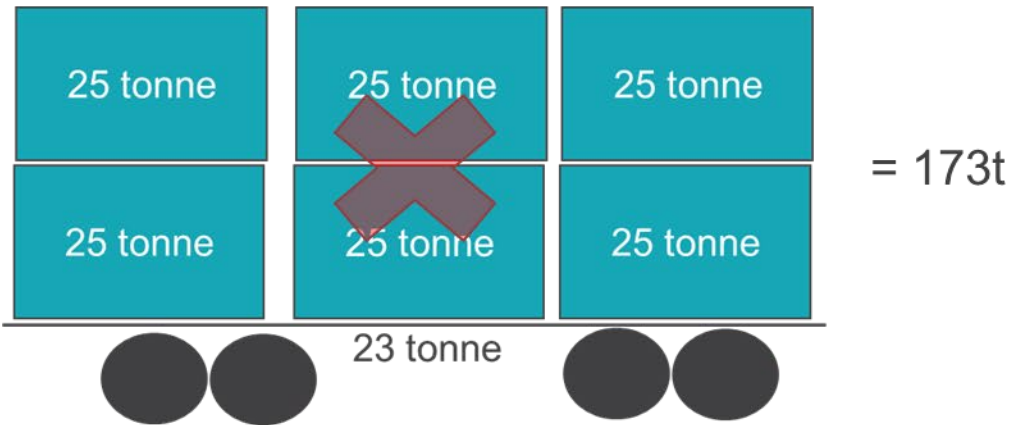
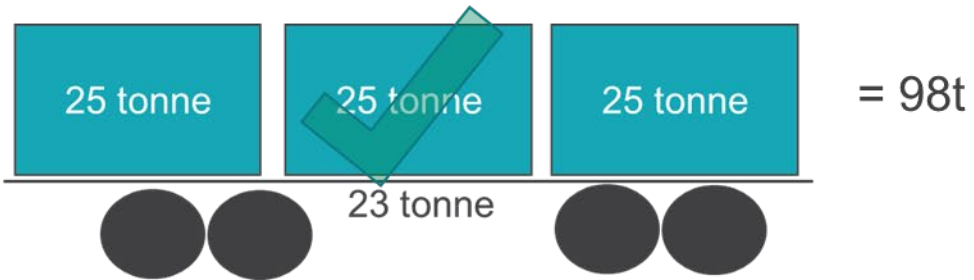
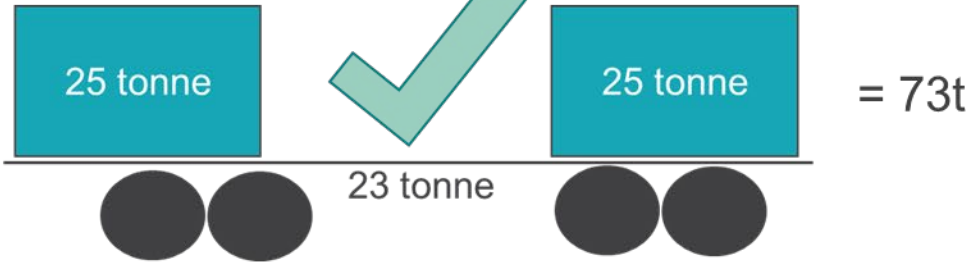
Inland Network

25 TAL = 100 tonne gross maximum

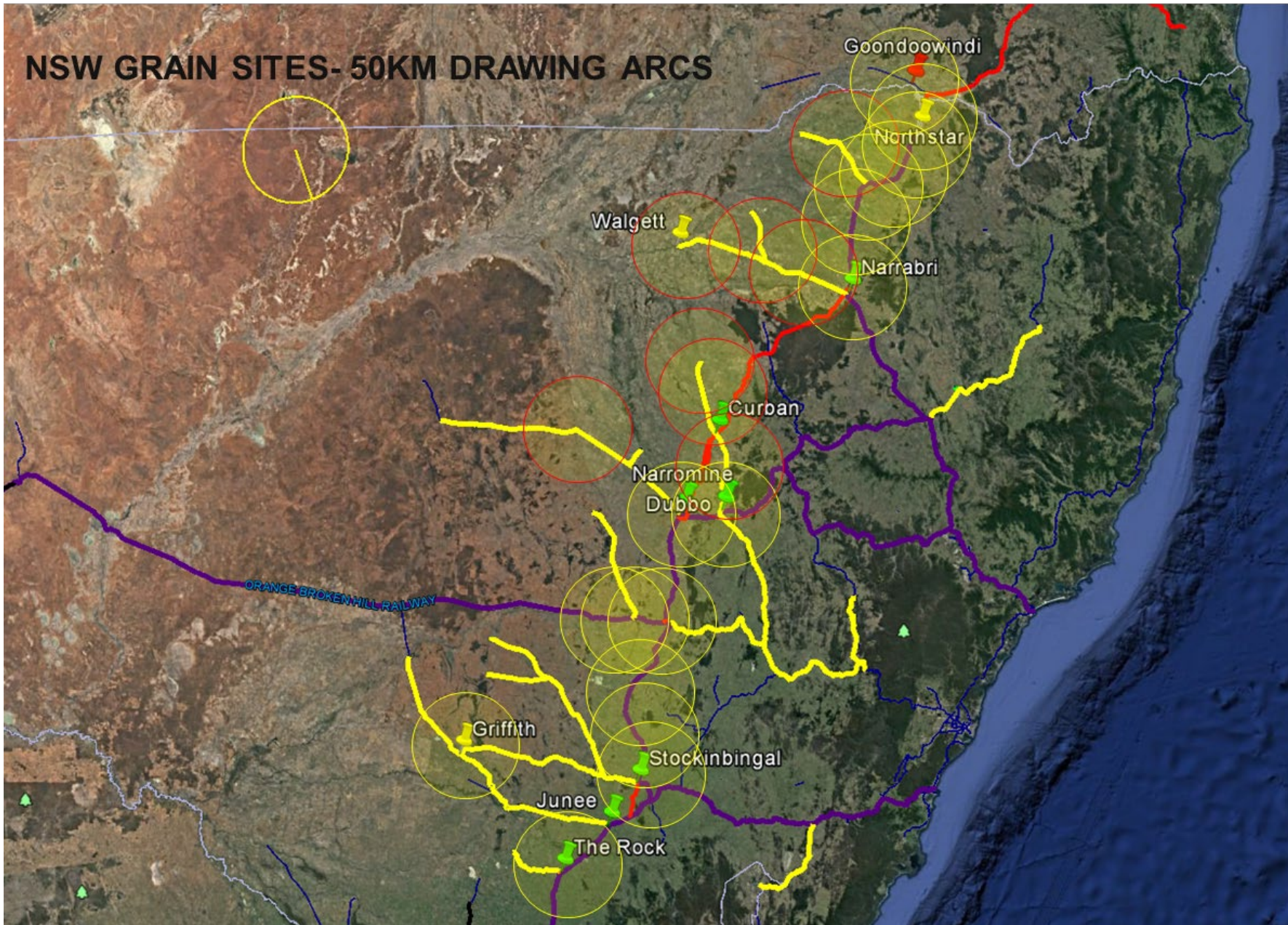
Includes wagon mass ~21t to 23t

@ 80kph

SERVICE DESIGN, WAGON CAPABILITY, PORT ACCESS



NSW GRAIN SITES- 50KM DRAWING ARCS

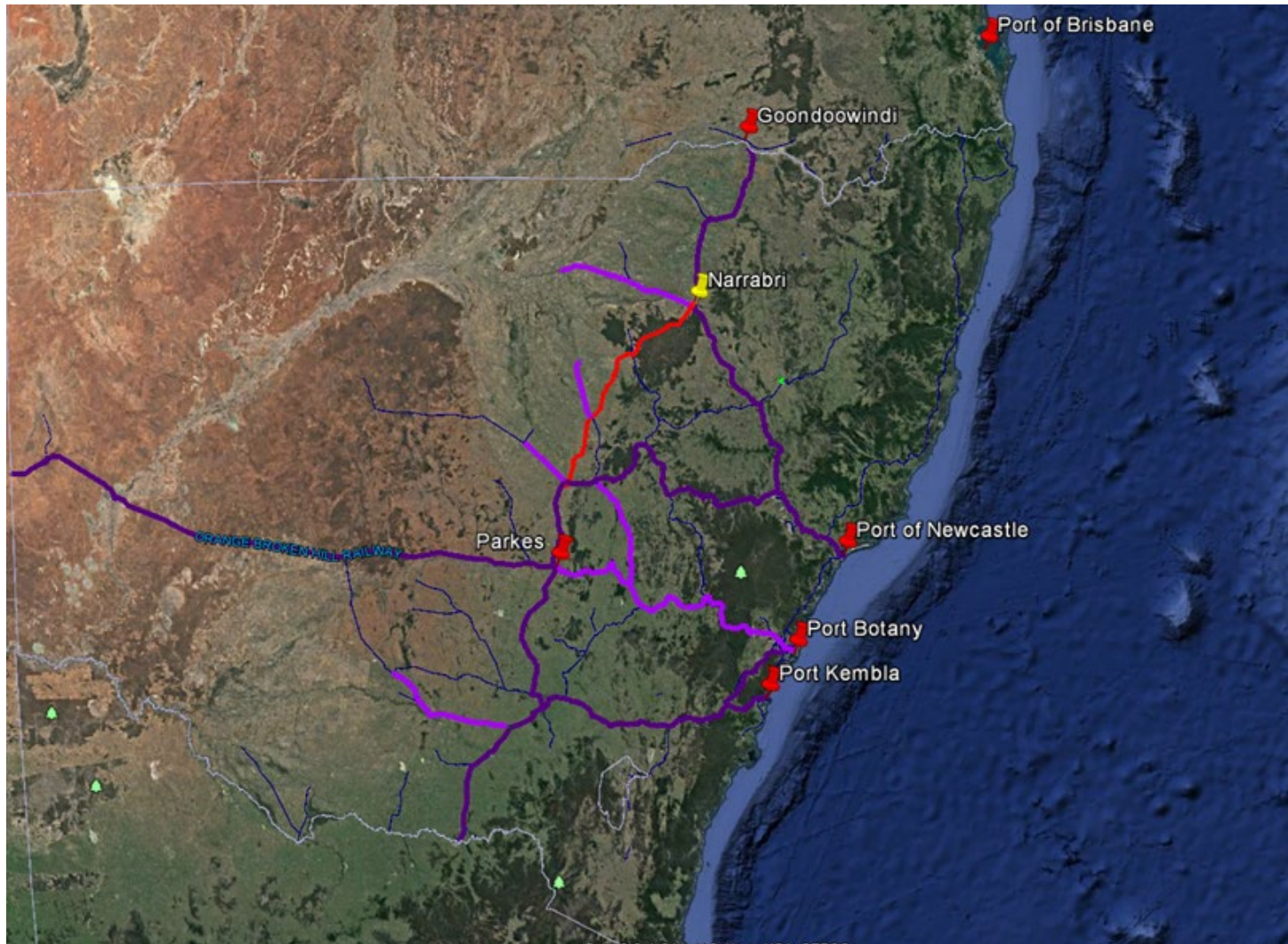


- Over 40 Grain sidings along IR alignment
- Only 3 are privately owned
- Remainder included in ARTC NSW Lease

CSIRO NORTHERN NSW TRANSPORT STUDY

Train type	Payload (t)	Annual Rail transport cost (\$)	Annual Total Cost savings vs base (\$)	Cost savings p.t. (\$)
Base	2400	\$ 104,653,402		
Bulk Grain 1	3200	\$ 84,279,550	\$ 20,373,852	\$ 6.44
Bulk Grain 2	5000	\$ 80,118,670	\$ 24,534,732	\$ 7.75
Bulk Grain 3	5600	\$ 73,624,952	\$ 31,028,450	\$ 9.80
IM Train	228 TEU	\$ 73,059,922	\$ 31,593,480	\$ 9.98

NSW NETWORK 2024?



**Coordinated investment across all tiers
of government and the private sector**

Inland Rail
+
Fixing Country Rail
+
Fixing Country Roads
+
Private Investment

25TAL- 1350m minimum

PROPERTY

PATRICK LEAHY – PROPERTY SPECIALIST

PROPERTY ACQUISITION OVERVIEW

1. Introduction
2. Acquisitions requested by ARTC
3. Compulsory acquisitions
4. Useful resources

INTRODUCTION

- ▶ ARTC is building the Inland Rail from Brisbane to Melbourne, and will need land to deliver this project. This may include property which is owned by private individuals or businesses.
- ▶ We are currently working to finalise the location and design of the project, and are engaging directly with landowners, local councils and other stakeholders on the proposed route to understand potential impacts.
- ▶ Once a proposed route has been identified, it will take some time to identify properties that may need to be acquire and to further assess these properties and any associated planning requirements. Plans may also change during the detailed design process for the project.
- ▶ ARTC will notify landowners in writing once it confirms that either part or all of a property has been identified for acquisition.
- ▶ Finding out a property needs to be acquired can come as a shock and it's often a confusing and challenging time for landowners.
- ▶ If landowners are impacted, ARTC will answer any specific questions they may have or refer them to the relevant specialist.
- ▶ This presentation provides a general overview of Inland Rail's property acquisition process.

ACQUISITIONS REQUESTED BY ARTC

- ▶ ARTC will only request to acquire land once the project design is well enough advanced to clearly identify the land required and how it will be used for the project.
- ▶ Landowners will be notified in writing once it confirms that either **part** or **all** of a property has been marked for acquisition.
- ▶ Where landowners agree to sell their land to ARTC, a landowner's entitlement to compensation will be determined in accordance with the *Acquisition (Just Terms) Compensation Act 1991 (NSW)*.



ACQUISITIONS REQUESTED BY ARTC

- ▶ The **types of compensation** available under the Act include:
 - ▶ market value
 - ▶ special value
 - ▶ loss attributable to severance
 - ▶ loss attributable to disturbance e.g. legal, valuation, relocation and financial costs incurred in connection with the acquisition
 - ▶ disadvantage resulting from relocation
 - ▶ any increase or decrease in the value of any other property.
- ▶ Landowners and ARTC will have a **minimum six months** to reach an agreement on an acquisition.
- ▶ If agreement cannot be reached, a **compulsory acquisition process** will commence.



ACQUISITIONS REQUESTED BY ARTC

- ▶ If only part of a landowners property is required for the Inland Rail project, ARTC will confirm this when it writes to landowners.
- ▶ The **value of partial property acquisitions** are commonly assessed using a 'before and after' method where:
 - ▶ the value of the total property, as unaffected by the project proposal, known as the 'before valuation' is determined
 - ▶ the value of the remaining property, assuming the acquisition has occurred, known as the 'after valuation', is also determined and
 - ▶ the difference between the 'before' and 'after' valuations is the compensation payable.
- ▶ On occasion, Inland Rail will purchase the total property, even though only part of it is required. This is usually when the effect of the proposed project on the remaining land is considered so significant that it warrants total purchase.
- ▶ Landowners may request that the Inland Rail purchase the entire property. The decision to agree to a full purchase is at the discretion of Inland Rail.

COMPULSORY ACQUISITIONS

- ▶ If agreement between ARTC and a landowner cannot be reached, a **compulsory acquisition** process will be required.
- ▶ This is a statutory process under the *Land Acquisition (Just Terms Compensation) Act 1991*.
- ▶ The process also provides the means for resolving disputes about the amount of compensation payable.
- ▶ Landowners will first receive a Proposed Acquisition Notice in relation to the proposed compulsory acquisition of the property, stating the intention to acquire the property after a certain time period, usually 90 days.
- ▶ Discussions with ARTC about compensation can continue after a Proposed Acquisition Notice is issued.



COMPULSORY ACQUISITIONS

- ▶ If contracts for purchase have not been exchanged within the notice period, usually 120 days, an Acquisition Notice is published, or 'gazetted', in the NSW Government Gazette.
 - ▶ A landowner's legal and equitable interests in the property are then converted to an entitlement to compensation.
 - ▶ The Valuer General independently determines the amount of compensation offered to a landowner.
 - ▶ This amount may be higher, lower or the same as ARTC's original offer.
- ▶ If landowners disagree with the amount of compensation determined by the Valuer General, they are entitled to lodge an objection with the NSW Land and Environment Court.

USEFUL RESOURCES

- ▶ ***ARTC Inland Rail Property Acquisition fact sheet*** – inlandrail.artc.com.au
- ▶ ***Property Acquisition – A guide for residential owners*** – propertyacquisition.nsw.gov.au



**INLAND
RAIL** 

ARTC

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

THANK YOU