



**COMMUNITY CONSULTATIVE COMMITTEE
ALBURY TO ILLABO**

24 February 2021

1. **About Inland Rail**
2. **Program Status**
3. **Albury to Illabo Project Overview**
4. **Environmental Approvals Process**
5. **Enhancement Sites**
6. **Yard and Track Works**
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8. **Next Steps**



ABOUT INLAND RAIL

Melvyn Maylin
Project Director

ARTC

The Australian Rail and Track Corporation (ARTC)

Wholly owned by the Australian Government;

Two Shareholder Ministers: Minister for Finance and the Public Service; Minister for Infrastructure, Transport and Regional Development.

Manage 8,500km of standard gauge rail network across five states

ARTC/Inland Rail do not own or operate “above” rail assets e.g. locomotives, rolling stock

INLAND RAIL



Division of ARTC responsible for delivering the Inland Rail project

Inland Rail is a priority infrastructure project for the Australian Government – a 1,700km, fast freight backbone that is transforming how we move goods around Australia.



INLAND RAIL QUICK FACTS



- ▶ Inland Rail route is 1,700km long, spanning from Victoria through to Queensland.
- ▶ Inland Rail has been divided into 13 distinct projects.
- ▶ Track will enable the use of double-stacked, 1,800m long trains with a 21-tonne axle load at a maximum speed of 115km/h.
- ▶ Each train could carry the equivalent freight volumes as 110 B-Double trucks.
- ▶ The new rail route will be up to 10 hours faster than existing coastal rail-capital freight travelling between Melbourne and Brisbane.
- ▶ Inland Rail will reduce congestion on our highways and allow for increased passenger rail services in the busy Sydney network.
- ▶ Up to 16,000 jobs will be created at the peak of construction and 700 ongoing jobs once operational.

BENEFITS OF INLAND RAIL

Road competitive service



1/3 of the fuel of road

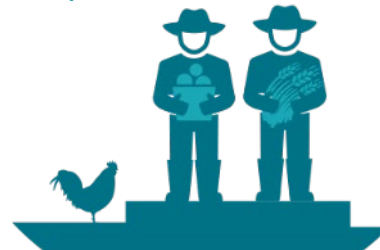


Reducing Congestion



Globally Competitive

For producers



Reducing Burden



Connecting

Cities, farms,
mines and ports





PROGRAM STATUS

Melvyn Maylin
Project Director

PROJECT PROGRESS

LEGEND

- CURRENT STATUS Q3 2020



PROJECTS		PROJECT STAGES					
VICTORIA		CONCEPT ASSESSMENT	REFERENCE DESIGN	DETAILED DESIGN	PROJECT APPROVAL	CONSTRUCTION	OPERATION
1	Tottenham to Albury		●				
NEW SOUTH WALES		CONCEPT ASSESSMENT	REFERENCE DESIGN	DETAILED DESIGN	PROJECT APPROVAL	CONSTRUCTION	OPERATION
2	Albury to Illabo		●				
3	Illabo to Stockinbingal		●				
4	Stockinbingal to Parkes		●	●			
5	Parkes to Narromine						●
6	Narromine to Narrabri		●				
7	Narrabri to North Star				●		
8	North Star to NSW/Qld Border		●				
QUEENSLAND		CONCEPT ASSESSMENT	REFERENCE DESIGN	PROJECT APPROVAL	DETAILED DESIGN	CONSTRUCTION	OPERATION
9	NSW/Qld Border to Gowrie		●				
10	Gowrie to Helidon		●	PUBLIC PRIVATE PARTNERSHIP (PPP) These three Queensland projects will be constructed under a single PPP.			
11	Helidon to Calvert		●				
12	Calvert to Kagaru		●				
13	Kagaru to Acacia Ridge and Bromelton		●				



ALBURY TO ILLABO PROJECT OVERVIEW

Melvyn Maylin
Project Director

ALBURY TO ILLABO PROJECT OVERVIEW

- Spans 185kms of existing rail corridor from the Victoria-New South Wales border at Albury, travelling north-northeast through Wagga Wagga and Junee to Illabo.
- An ‘Enhancement’ project requiring horizontal and vertical clearance works at specific sites, to accommodate the operation of double stacked trains.
- State Significant Infrastructure declaration in May 2020.
- Environmental Impact Statement (EIS) approvals pathway has commenced.
- Appointment of a service provider, WSP, to deliver the Reference Design and EIS was announced in October 2020.
- Early reference design delivered in January 2021.



A2I PROJECT OVERVIEW



Reference Design includes:

- ▶ Community consultation
- ▶ Site Investigations
- ▶ Feasibility design
- ▶ Environment Impact Statement

Investigations include:

- ▶ Ecological surveys
- ▶ Geotechnical surveys
- ▶ Cultural heritage surveys
- ▶ Utility identification surveys
- ▶ Noise, air quality and vibration surveys

A2I: PREDICTED NUMBER OF TRAINS



PROJECT	DAY TRAIN AVERAGE 2020	DAY TRAIN AVERAGE 2025	DAY TRAIN PEAK 2040
A2I	12	14	20
A2I (Between Illabo and Junee)	16	18	26



ENVIRONMENTAL APPROVALS PROCESS

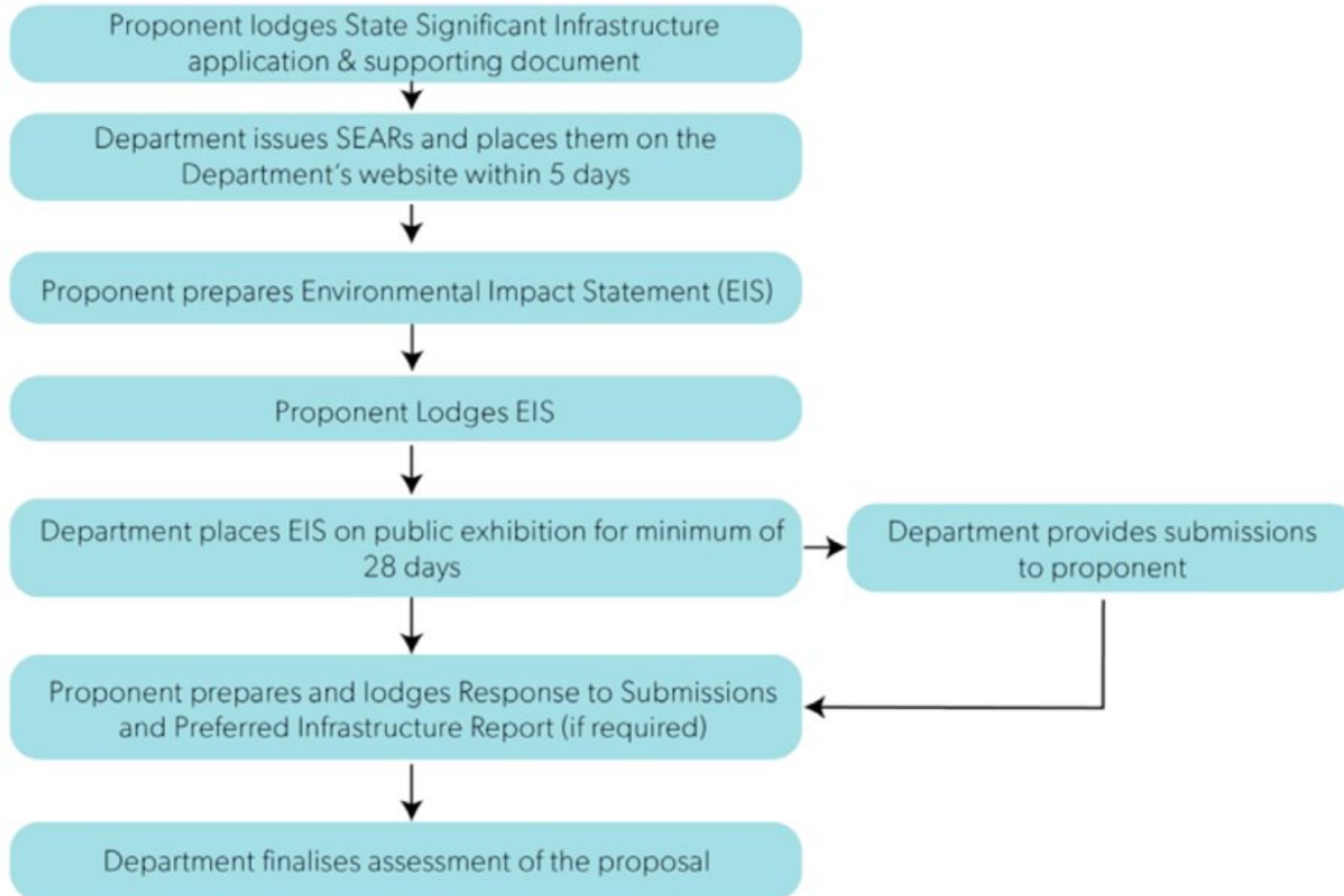
Melvyn Maylin
Project Director

EIS APPROVALS PATHWAY



- ▶ An Environmental Impact Statement (EIS) is required for the project.
- ▶ Scoping Report lodged with the NSW Department of Planning, Industry and Environment (DPIE) in 2020.
- ▶ The Secretary's Environmental Assessment Requirements (SEARs) have been issued in response to guide the project's environmental controls.
- ▶ Continuing investigations and gathering information to feed into the EIS.
- ▶ Considerations include environmental and social impacts of the project.

PLANNING APPROVAL PROCESS



EIS APPROVALS PATHWAY

- ▶ The EIS will be lodged in early 2022.
- ▶ EIS placed on public exhibition for 28 days for community feedback and formal submissions.
- ▶ Minister for Planning and Public Spaces will make a decision on the project's approval.
- ▶ Department of Agriculture, Water and the Environment determined A2I does not require assessment and approval under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) – non controlled action.



MULTI-CRITERIA ANALYSIS (MCA)

- ▶ Standard industry process
- ▶ Inland Rail’s MCA procedure has set criteria and weightings used by all projects
- ▶ Evaluation of pros and cons of options across all relevant criteria
- ▶ Objective assessment to justify key decisions

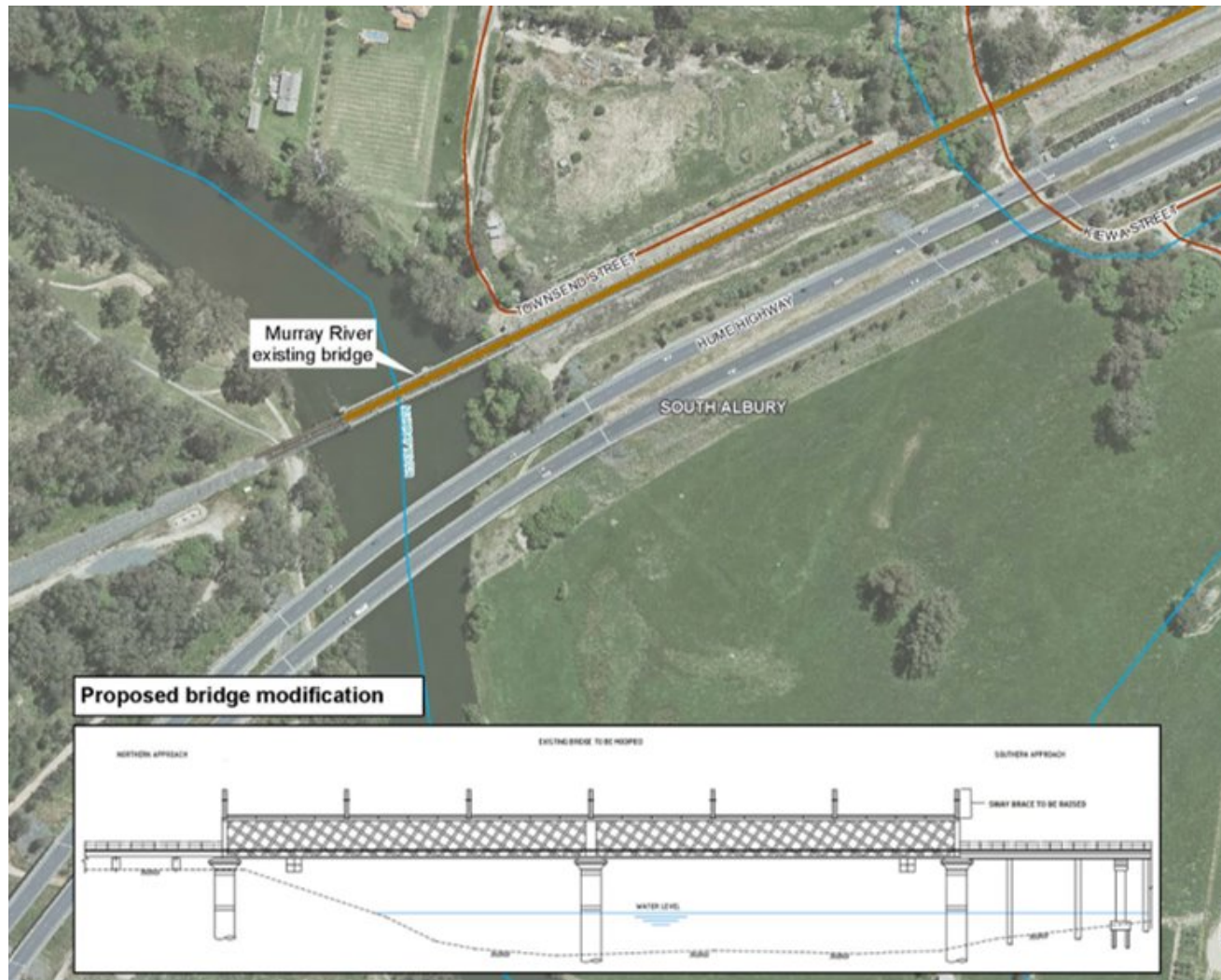
Example	Base Case	Alternative 1
Criteria 1 (40%)	0	+10 (+4)
Criteria 2 (20%)	0	0
Criteria 3 (20%)	0	-5 (-1)
Criteria 4 (20%)	0	-10 (-2)
Total	0	+1



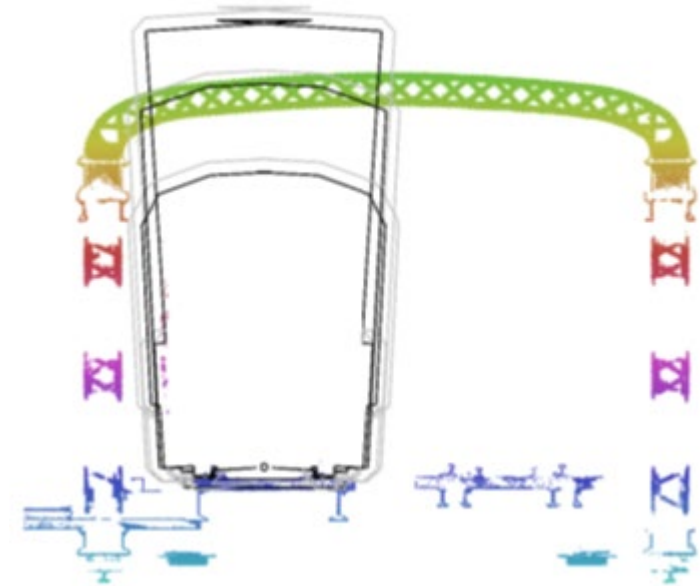
ALBURY PACKAGE

Melvyn Maylin
Project Director

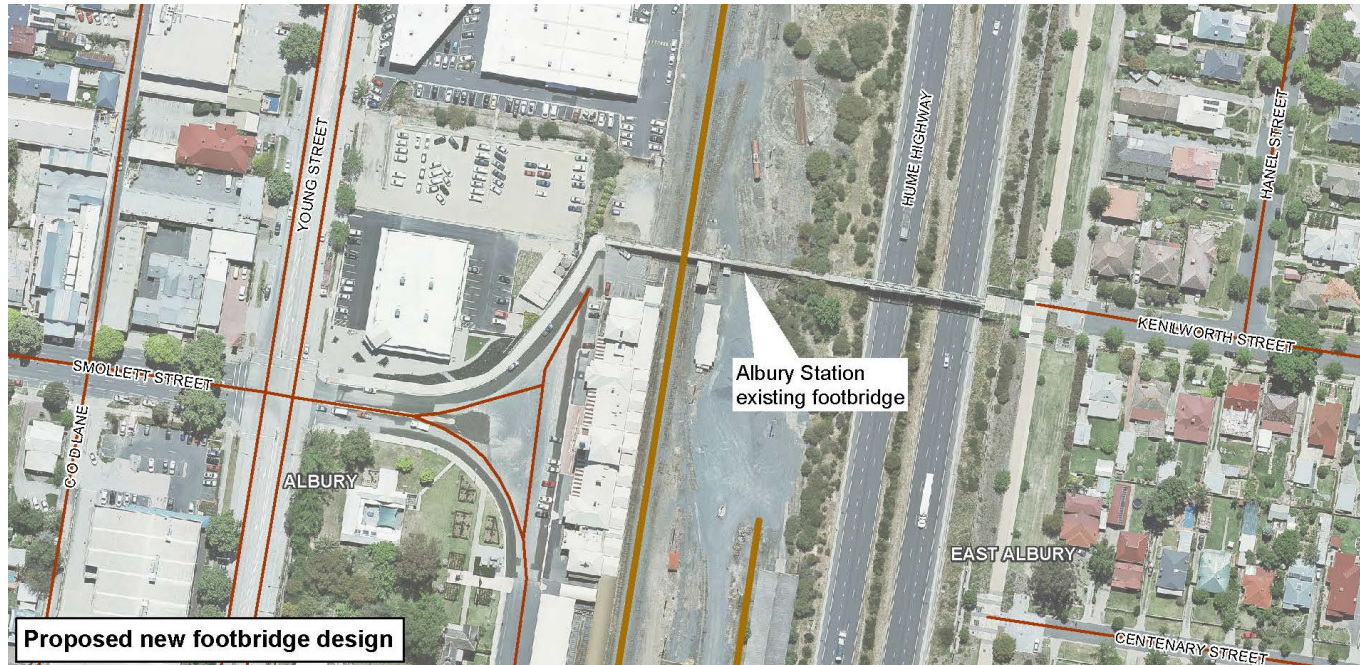
MURRAY RIVER BRIDGE



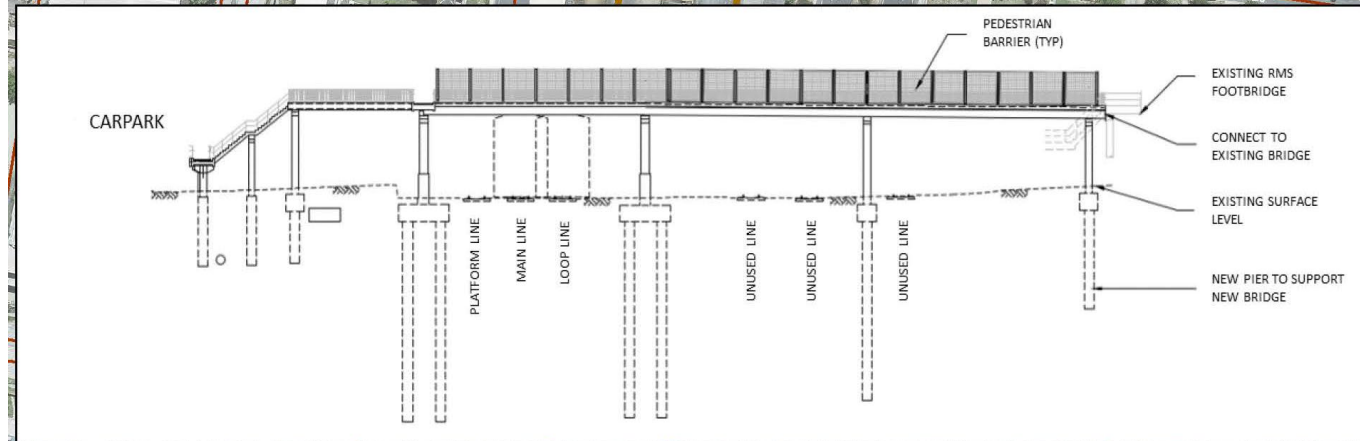
- Bridge modification.
- Lifting sway braces approx. 1.9m
- Strengthening bridge substructure.



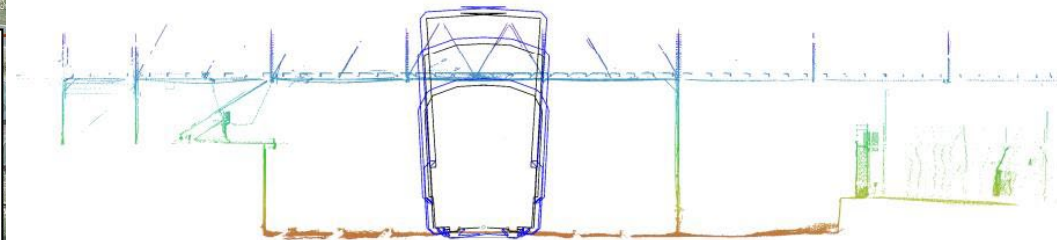
ALBURY STATION FOOTBRIDGE



Proposed new footbridge design

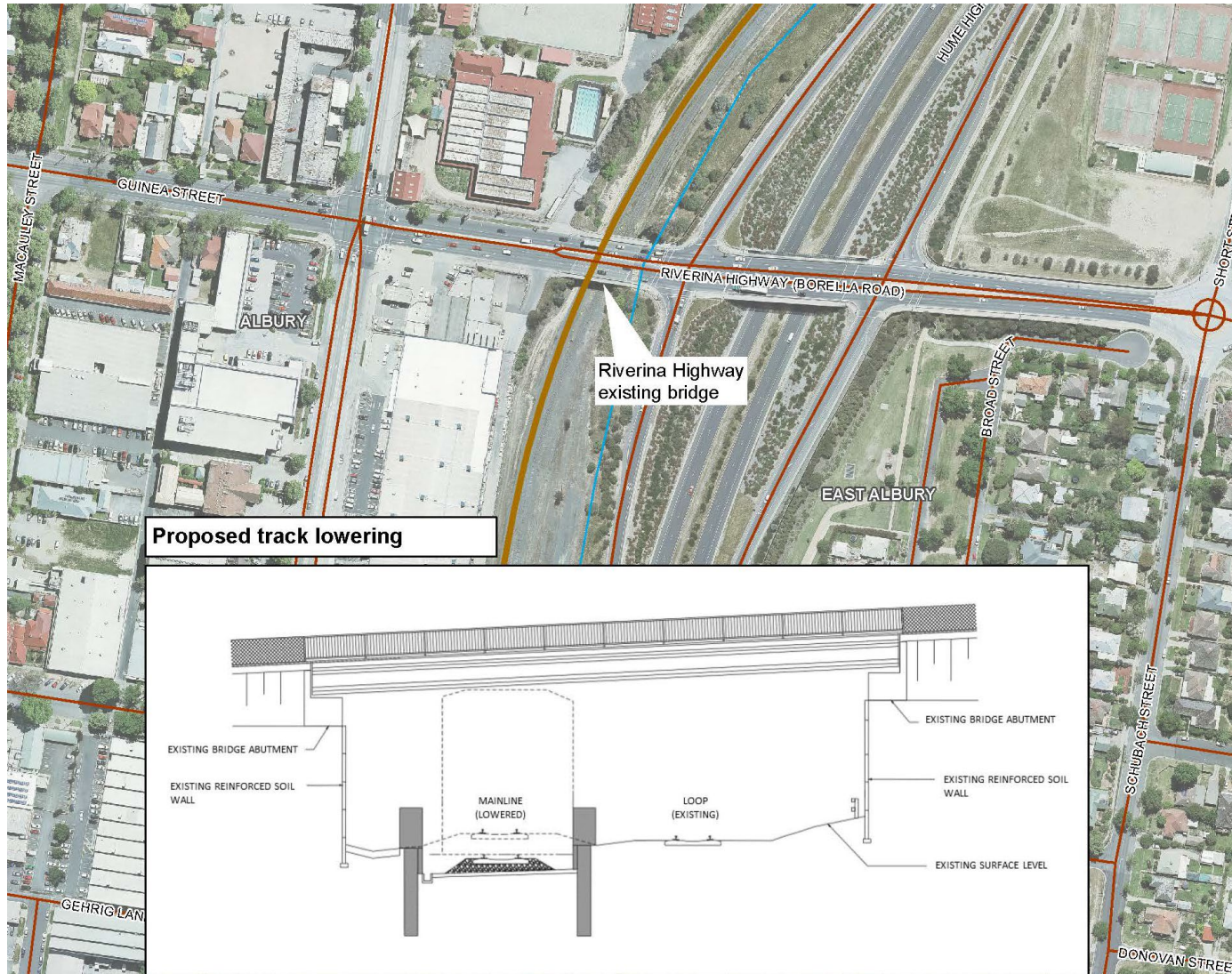


► Bridge replacement

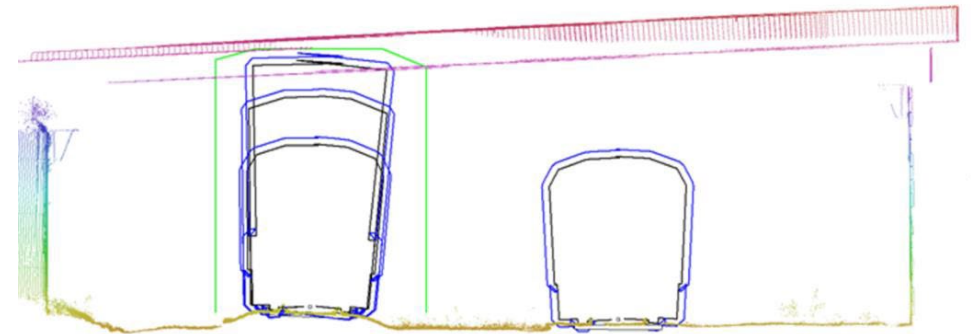


EXISTING BRIDGE LIMITATIONS

BORELLA RD BRIDGE

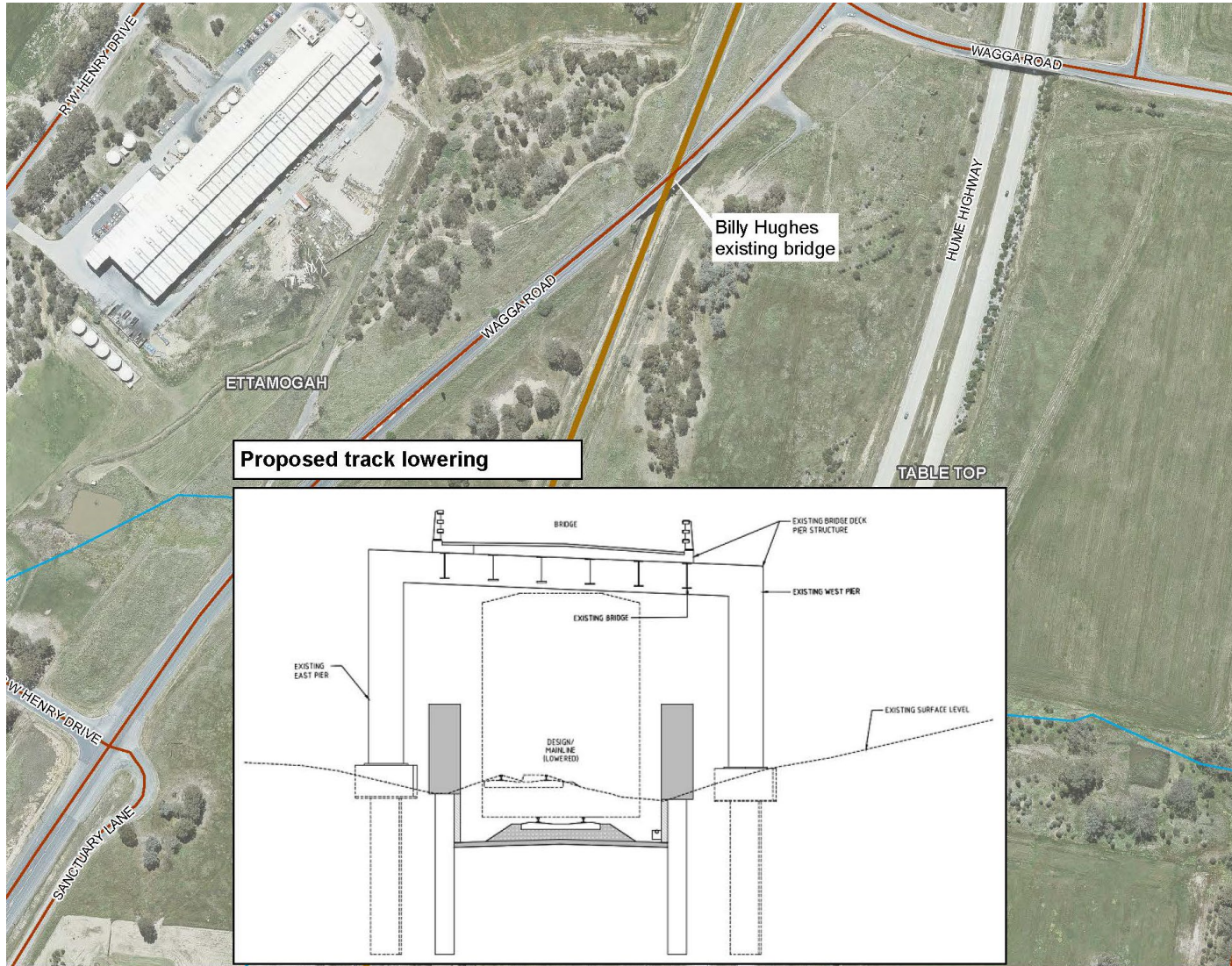


▶ Track lowering



EXISTING BRIDGE LIMITATIONS

BILLY HUGHES BRIDGE



▶ Track lowering



GREATER HUME - LOCKHART PACKAGE

Melvyn Maylin
Project Director

CULCAIRN FOOTBRIDGE

- Footbridge Removal.
- Currently decommissioned.



Visualisations are for illustrative purposes and not to scale.



WAGGA WAGGA PACKAGE

Melvyn Maylin
Project Director

PEARSON ST BRIDGE – OPTIONS 1 & 2

- ▶ Option 1 – Track lowering
- ▶ Option 2 – Track lowering with waiver



CASSIDY FOOTBRIDGE

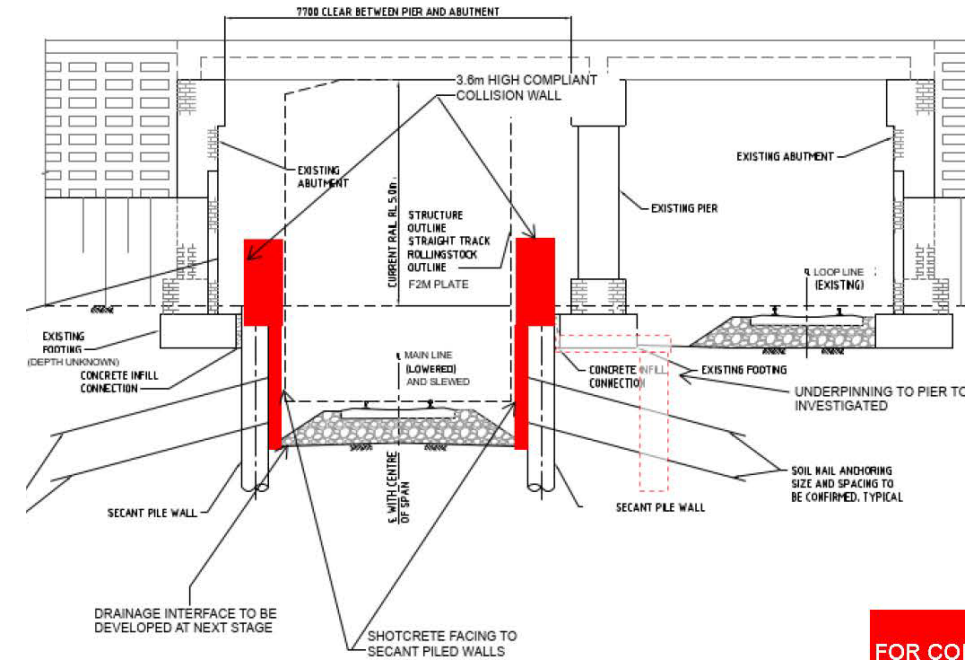


- ▶ Footbridge replacement required.
- ▶ Insufficient clearance for double-stacked freight trains - requires increased vertical clearance.
- ▶ Access via a series of ramps to cater for wheelchair access, with stairs as an option.
- ▶ Screens will be installed where there is potential for objects to be thrown on the track.
- ▶ Commuter cycling network - Active Travel Plan considerations.

EDMONDSON ST BRIDGE – OPTION 1

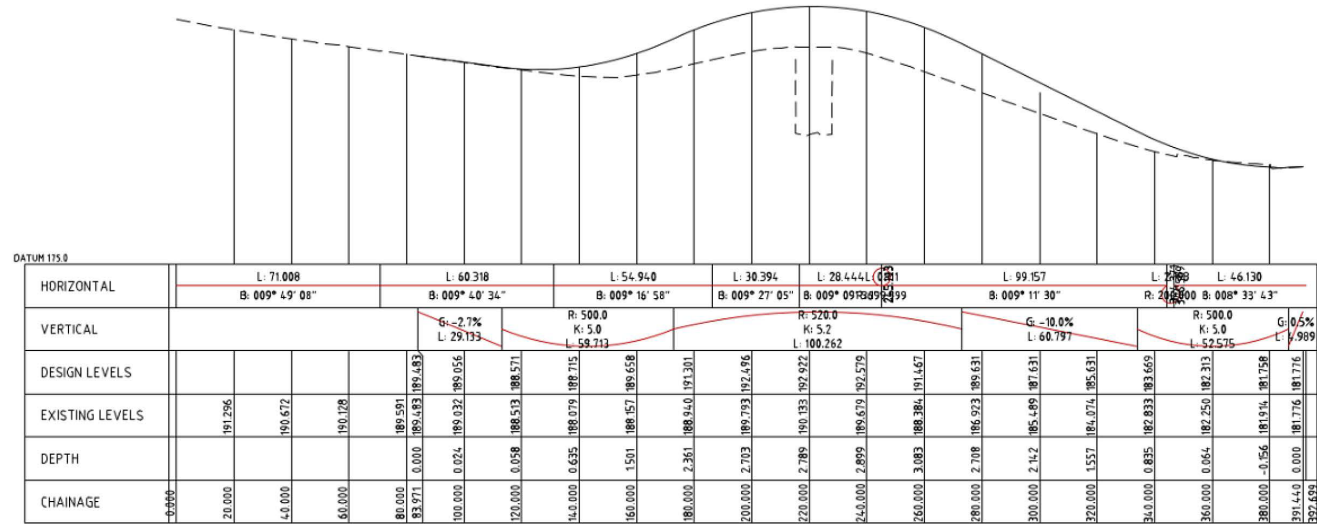


▶ Track Lowering



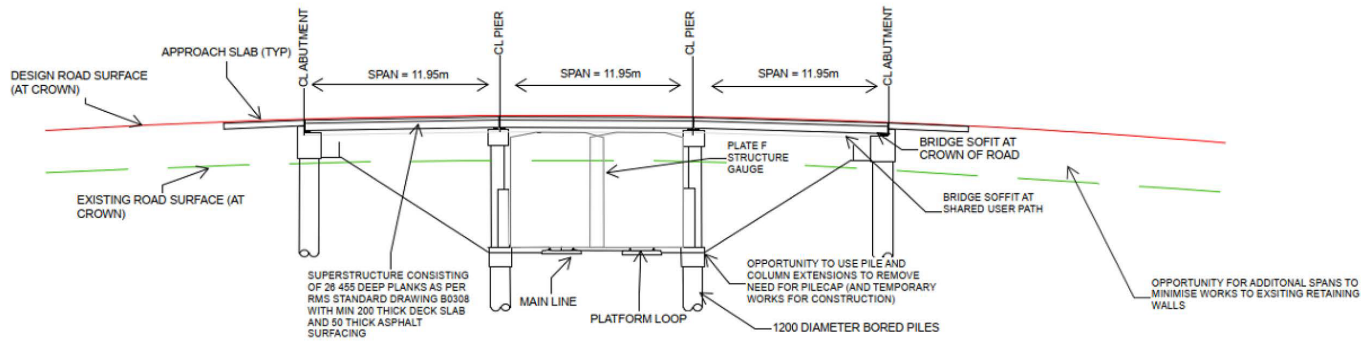
EDMONDSON ST BRIDGE – OPTION 2

Long section



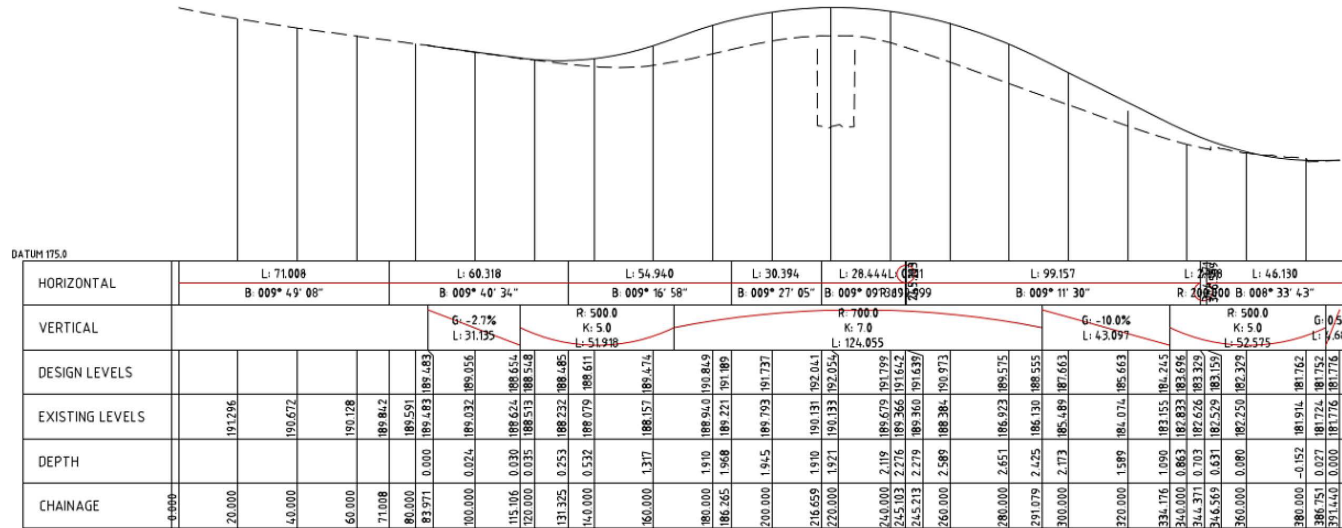
► Bridge replacement

Cross section



EDMONDSON ST BRIDGE – OPTION 3

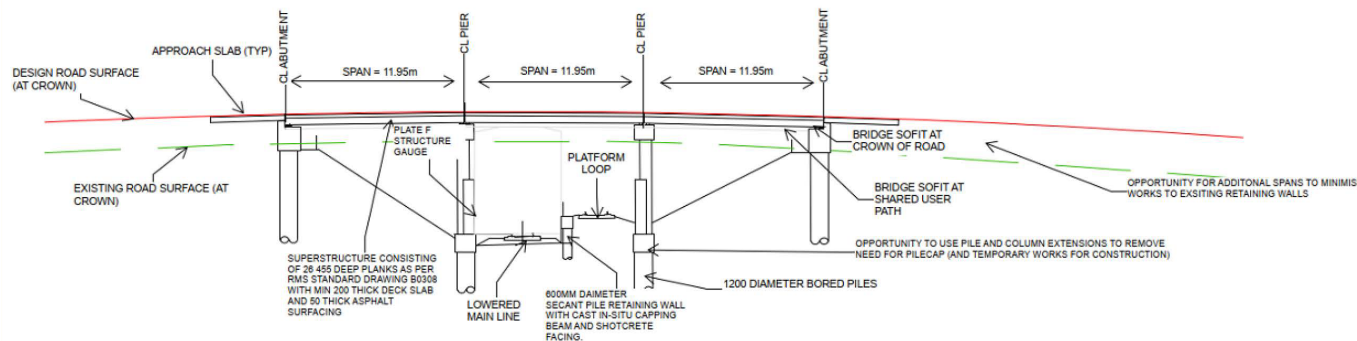
Long section



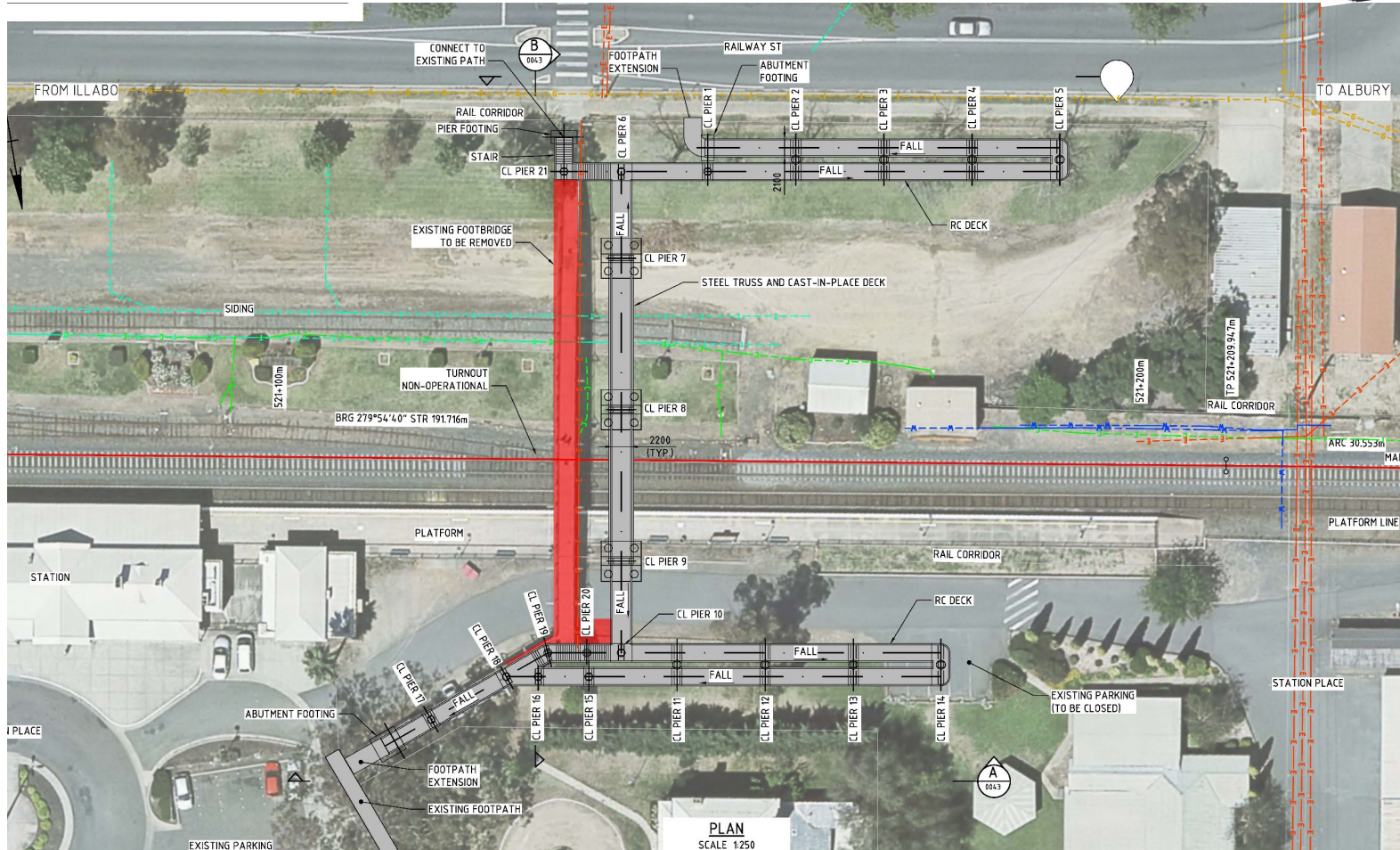
To Sturt Hwy

► Hybrid option – bridge replacement with track lower

Cross section



WAGGA STATION FOOTBRIDGE



- ▶ Footbridge replacement required.
- ▶ Insufficient clearance for double-stacked freight trains - requires increased vertical clearance.
- ▶ Access via a series of ramps to cater for wheelchair access, with stairs as an option.
- ▶ Screens will be installed where there is potential for objects to be thrown on the track.

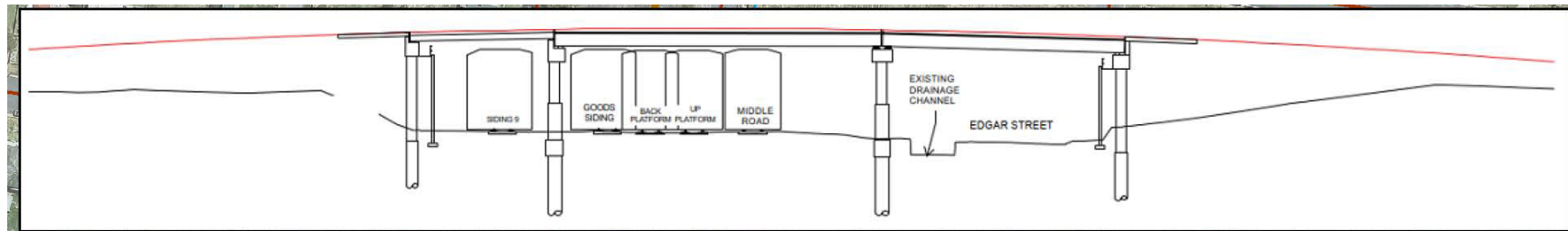


+
JUNEE PACKAGE

Melvyn Maylin
Project Director

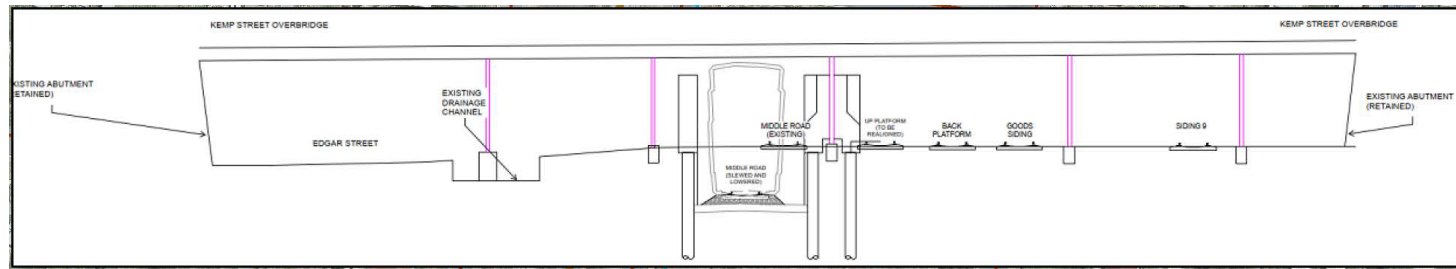
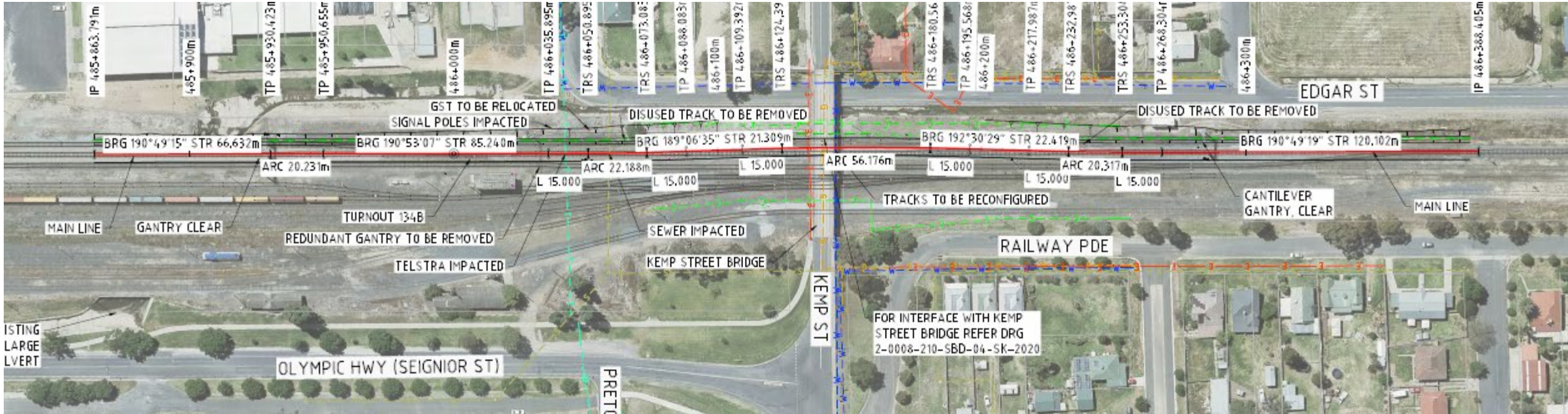
KEMP STREET BRIDGE – OPTION 1

- ▶ Bridge replacement (offline)



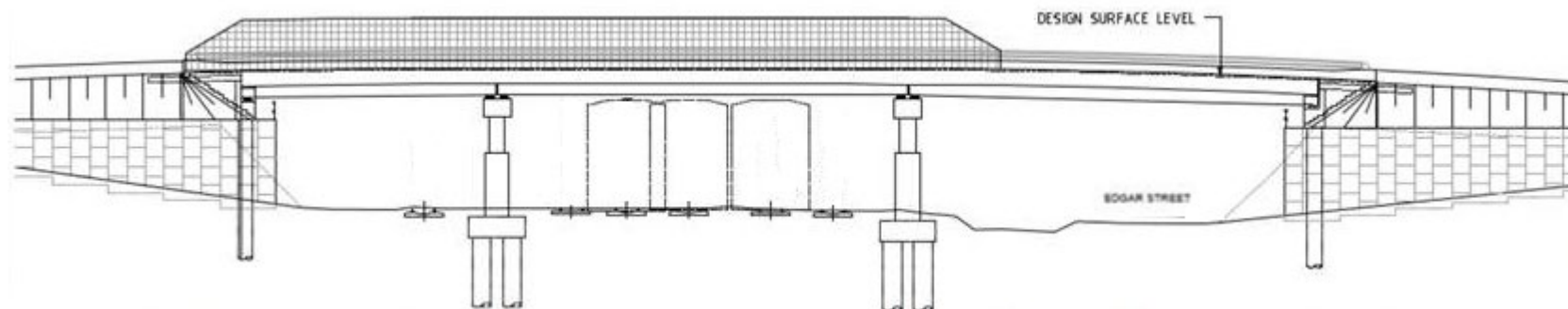
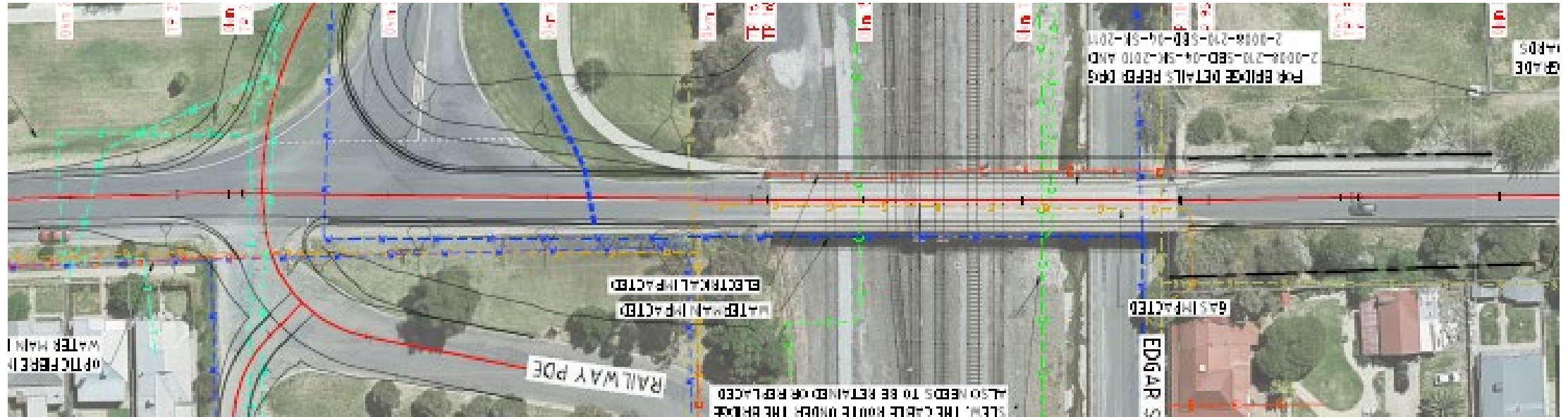
KEMP STREET BRIDGE – OPTION 2

▶ Track lowering

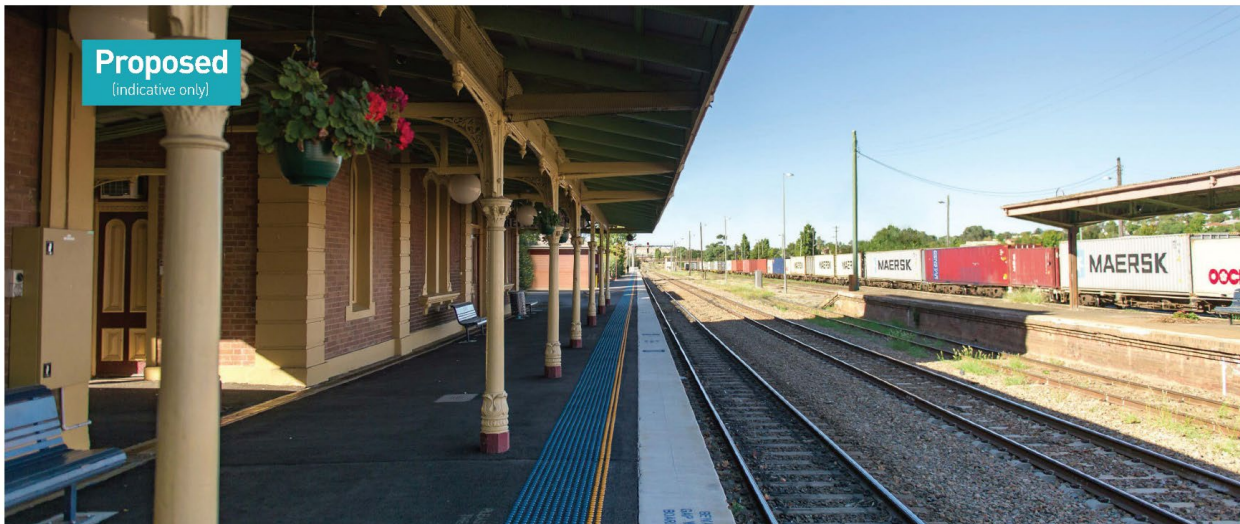


KEMP STREET BRIDGE – OPTION 3

- ▶ Bridge replacement (online)



JUNEE STATION



Visualisations are for illustrative purposes and not to scale.

- ▶ Investigations are underway to remove the Junee Station footbridge to allow for the passage of double-stacked freight trains.
- ▶ Current vertical clearance 4.9m (7.1m required).
- ▶ No track slew works planned within the station yard.

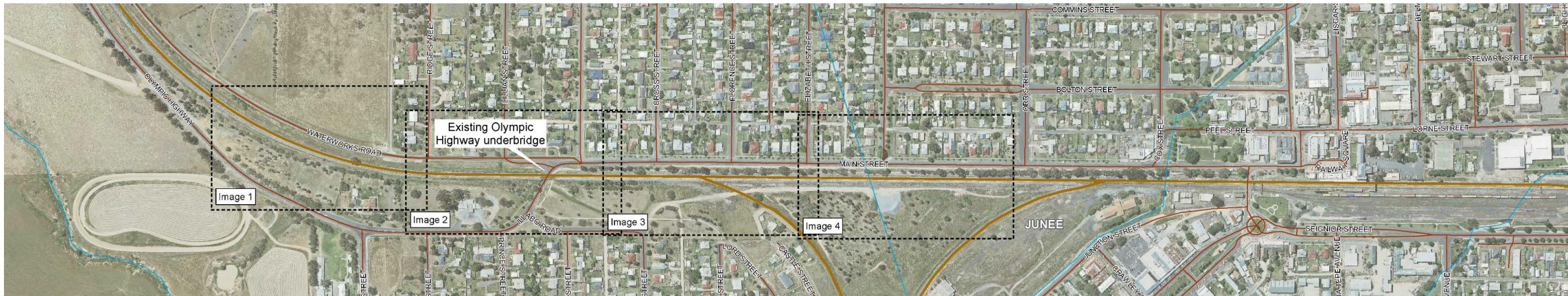
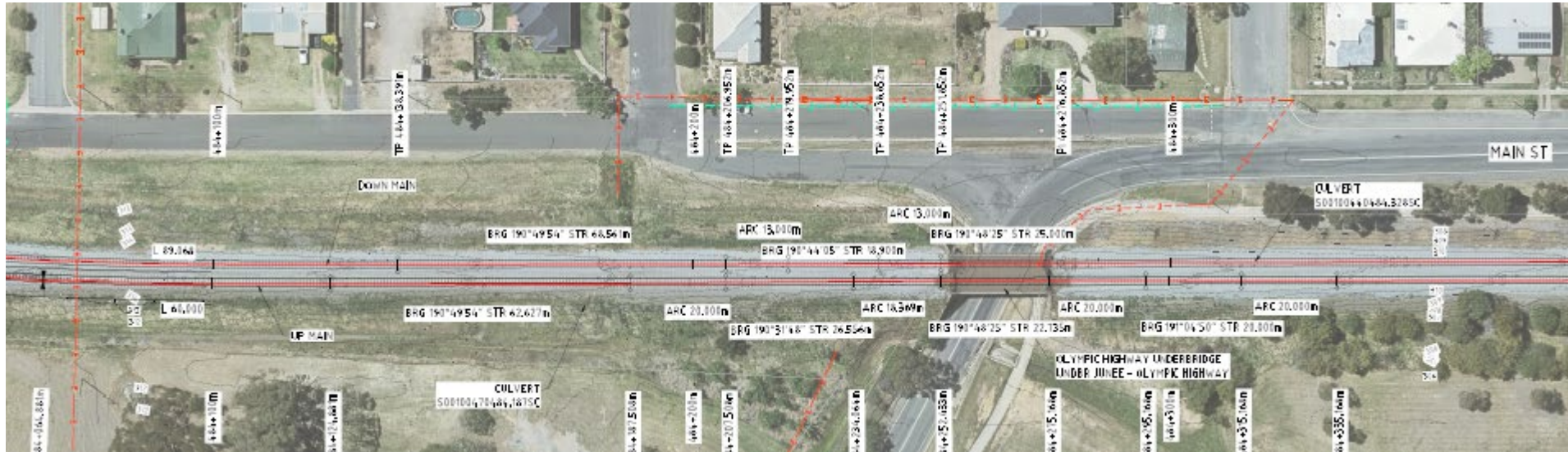
OLYMPIC HIGHWAY OVERPASS – OPTION 1



- ▶ Track slew with waivers

← Cootamundra

→ Junee



OLYMPIC HIGHWAY OVERPASS – OPTIONS 2 & 3

← Cootamundra

→ Junee



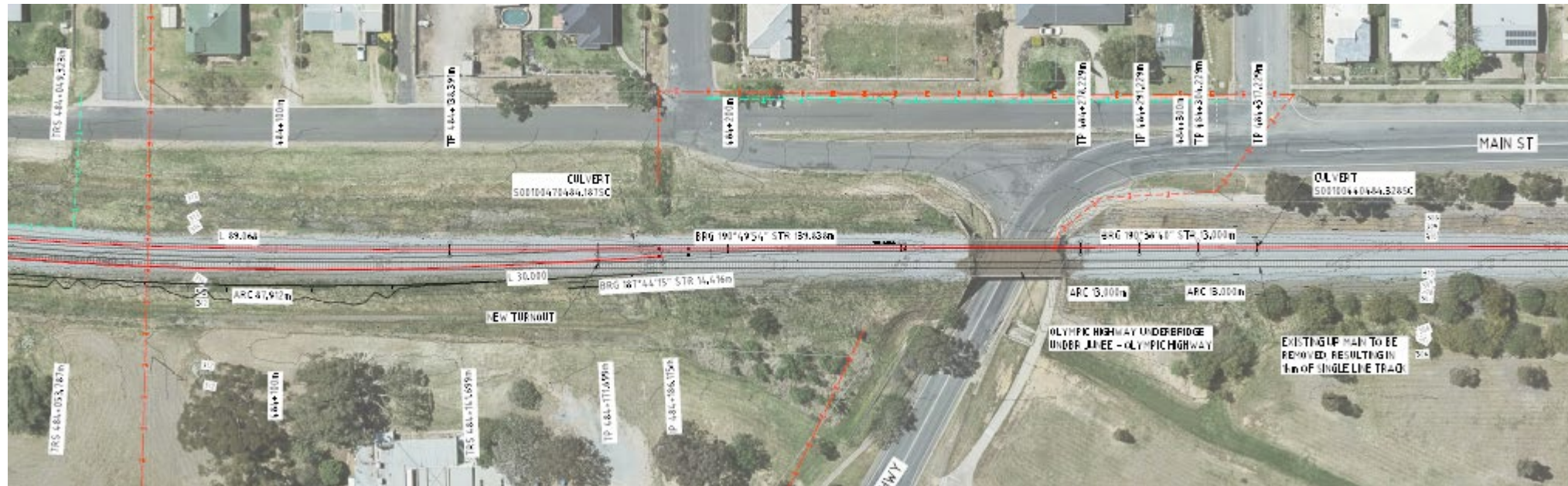
- ▶ Option 2: Replace bridge (super and sub-structure)
- ▶ Option 3: Replace bridge (super-structure only).



OLYMPIC HIGHWAY OVERPASS – OPTION 4

←
Cootamundra

→
Junee



- ▶ Reconfigure track running.
- ▶ The track becomes a single track.
- ▶ The bridge will be strengthened to allow for heavier train loads.





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YARD & TRACK WORKS

Melvyn Maylin
Project Director

YARD & TRACK WORK



SITE	TREATMENT
Albury Station Yard	Track modifications
Table Top	Gantry modification
Culcairn Yard	Option 1: Slew loop
	Option 2: Slew loop and remove siding
Henty Yard	Option 1: Slew main line only
	Option 2: Slew main line and loop line
Yerong Creek Yard	Option 1: Slew main line only
	Option 2: Slew loop line and remove goods siding
The Rock Yard	Gantry modification
Uranquinty Yard	Option 1: Slew main line only
	Option 2: Slew loop line only
Bomen Yard	Option 1: Slew main line and loop
	Option 2: Slew main line with waivers
Harefield Yard	Option 1: Slew Main line and loop
	Option 2: Slew loop line only
Junee to Illabo Dual Track	Option 1: slew down track only
	Option 2: Slew up track only



COMMUNITY CONSULTATION

Heath Martin
Stakeholder Engagement Manager

STAKEHOLDER ENGAGEMENT

- ▶ The role of the Stakeholder Engagement team is to support the delivery of Inland rail by helping build a social license to operate.
- ▶ Social license to operate means:
 - Building Inland Rail/ARTC's reputation
 - Building trust with the community and stakeholders
- ▶ The Stakeholder Engagement team are the main conduit between Inland Rail and stakeholders which helps ensure:
 - Consistent, coordinated and clear source of communication
 - Relationships are built and maintained
 - Minimisation of miscommunication causing confusion and fatigue
 - Project information and activities are known and understood by stakeholders in a timely manner
 - Stakeholders contribute to the project and the design
 - All communication is captured, recorded and fed back to the design team
 - Community and stakeholder risks and issues are known, minimised and mitigated.

A2I ISSUES FOR CONSULTATION

- ▶ Existing reputation of ARTC
- ▶ Change in our approvals process
- ▶ Describing the project's scope of works
- ▶ Rail – road interfaces including grade separation and level crossings
- ▶ Coordination with Councils, state government and rail operators to resolve issues
- ▶ Community concern about the more frequent, longer and taller Inland Rail trains
 - Safety and delays at crossings
 - Noise and visual amenity impacts
 - Pedestrian access across line
- ▶ Community concern about construction impacts
 - Noise and traffic impacts
 - Alternate routes causing impacts to vehicles, pedestrian and bicycles



COMMUNITY CONSULTATION FAST FACTS

Engagement fast facts

- ▶ 1,000 + community members at community information sessions and regional shows.
- ▶ Held 15 neighbourhood and community information sessions since September 2018.
- ▶ 100+ one-to-one and group stakeholder project meetings to date.
- ▶ 60+ door knocks to neighbours living adjacent to significant sites.
- ▶ Distributed more than 600+ neighbourhood information session invitations via letter box drop and email.
- ▶ Advertising of info sessions across various channels – newspapers, radio, digital advertising, Council and Chamber newsletters, social media and edm.



COMMUNITY CONSULTATION – FEBRUARY 2021



Information Sessions

- ▶ 4 x community info sessions – 100+ in attendance
- ▶ 4 x online info sessions – 20+ in attendance

Stakeholder Meetings & Presentations

- ▶ Albury, Greater Hume, Lockhart, Wagga Wagga and Junee Councils
- ▶ NSW Business Chamber, Albury Business Connect, Wagga Business Chamber
- ▶ RDA Murray, Heritage NSW, TfNSW, ARTC, MPs
- ▶ Albury Historical Society, Progress Societies, LALC.

Investigations

- ▶ Aquatic Ecology – commenced 2 February 2021
- ▶ Noise Monitoring, Heritage – commencing 17 March 2021
- ▶ Social Impact Assessment

SPONSORSHIPS & DONATIONS

Funding between \$1000 – \$4000 for individuals and organisations in regional areas along the Inland Rail route that contribute to local and regional prosperity, well-being and sustainability.

- ▶ For activities, events or projects that will benefit the local community.
- ▶ 4 rounds per year.

Recent Local Recipients

- ▶ Albury Historical Society
- ▶ Albury Wodonga Food Share
- ▶ Table Top Rural Fire Brigade
- ▶ AFL Riverina
- ▶ Kurrajong
- ▶ Wagga Wagga Women's Health Centre
- ▶ Junee High School

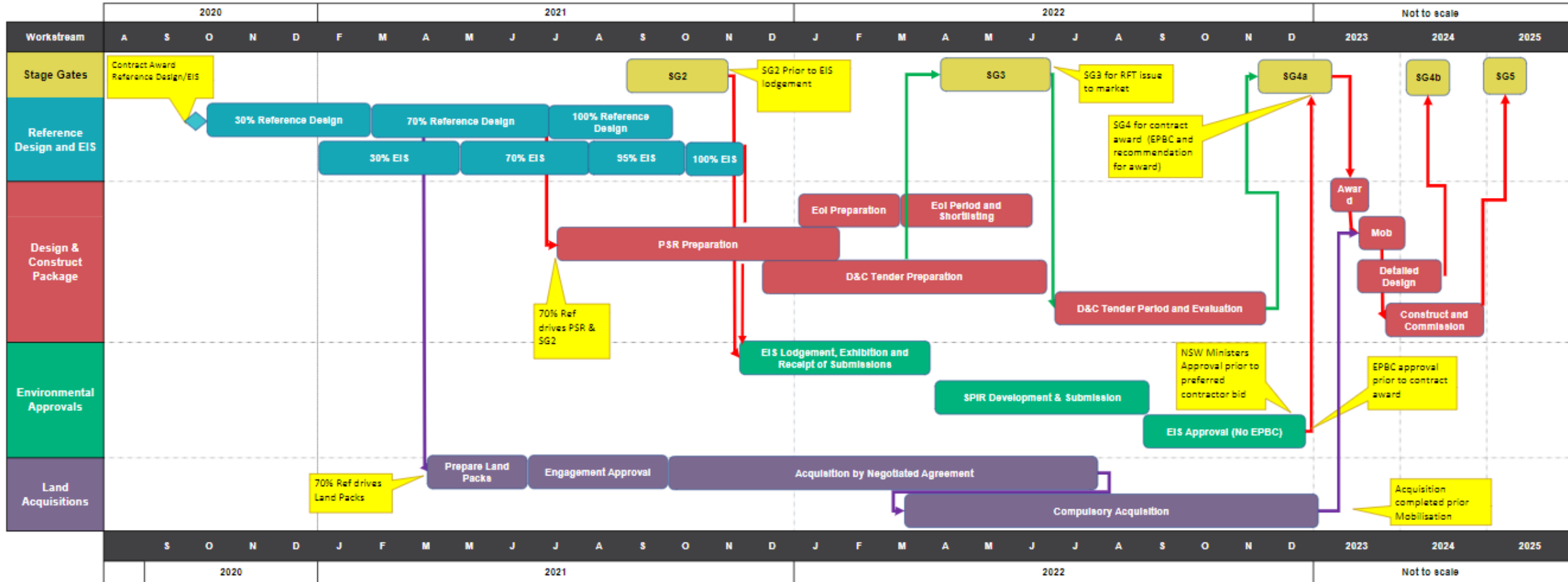




NEXT STEPS

Melvyn Maylin
Project Director

A2I HIGH LEVEL SCHEDULE



SCHEDULE

ACTIVITY	DATE
Early Reference Design	January 2021
Community Engagement / Investigations	February 2021
MCA Workshop	March 2021
Enhanced Reference Design	Q2 2021
Final Reference Design	Q3 2021
EIS submission	Q1 2022
Appoint D&C Contractor	2023

FOR FURTHER INFORMATION

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Stakeholder Engagement Manager

Email: hmartin@artc.com.au

Phone: 0417 832 509

THANK YOU

**INLAND
RAIL** 

ARTC

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

FOR FURTHER INFORMATION



Website: InlandRail.ARTC.com.au/a2i

Phone: 1800 732 781

Email: InlandRailNSW@artc.com.au

Interactive Map: Maps.InlandRail.com.au/a2i

THANK YOU



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