

Albury to Illabo Junee package



185km – Track enhancement

Artist impression of Kemp Street bridge proposed reference design

What we are doing

The Albury to Illabo project is about 185km of existing rail corridor from the VIC/NSW border to Illabo in regional NSW.

The rail line in this section is already at the standard required to meet future operational demands. We need to make enhancements or modifications to structures such as footbridges and road bridges, signal structures, aerial cables and level crossings to create the height and width clearances required for double-stacked freight trains.

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

- moved sideways (track slews) to provide clearances between tracks
- lowered to provide clearance under some road bridges.

What's happened

- **Environmental Impact Statement (EIS):** the EIS was placed on public exhibition from 17 August 2022 to Wednesday 28 September 2022 and the community and key stakeholders were invited to review and make a submission to the NSW Department of Planning and Environment (DPE) on the EIS.
- **EIS Response to Submissions Report:** Inland Rail is preparing an EIS Response to Submissions report that includes an analysis of the issues raised in submissions and how they have been addressed. The report will be submitted to DPE in late 2023 and it will be published on the NSW planning portal.
- **Preferred Infrastructure Report:** In April 2023, the DPE directed Inland Rail to provide a Preferred Infrastructure Report (PIR), in addition to the Response to Submissions report. The PIR will further address traffic and transport, noise and vibration, and air quality impacts. The PIR will be published on the DPE website and may be placed on public exhibition in late 2023.
- **Design and construct contract award:** In June 2023, Inland Rail appointed Martinus Rail to design and construct enhancement works on the Albury to Illabo and Stockinbingal to Parkes sections.

What's next?

With the design and construct contractor onboard, the A2I project is moving towards commencing detailed design. The detailed design will build upon the reference designs developed for the enhancement sites. Artist impressions from the reference design are shown above and further updates of the detailed design will be shared with the community as the detailed design develops.

- DPE may place the Preferred Infrastructure Report on public exhibition in late 2023.
- DPE will consider the PIR and the EIS Response to Submissions report (and a Response to Submissions Report for the PIR, should it be exhibited) in its review of the Albury to Illabo project.
- DPE will then make a final recommendation for the Minister to approve or refuse the proposed project.
- For more information about the project's EIS and next steps, visit the DPE website.

Utility relocations at several locations along the Albury to Illabo alignment will continue in 2023. These utility relocations undergo separate environmental approvals and are assessed through a Review of Environmental Factors under the *Environmental Planning and Assessment Act 1979*.

However, this does not change the approvals pathway of an EIS and does not mean major construction has started. The types of works include relocation of gas and electricity services, sewer and water mains, and telecommunication infrastructure. This enables the proposed Inland Rail works to proceed more efficiently once approved. Stakeholders potentially affected by these works will be notified and kept informed throughout.

For further information visit planningportal.nsw.gov.au/major-projects/projects/inland-rail-albury-illabo

Junee enhancement sites

Kemp Street bridge: We have designed a new three-span bridge in the existing location. It will be 2.5m higher and includes an extra-wide 3m pedestrian path on the northern side.

Junee Station footbridge: The disused footbridge will be removed to allow for double-stacked freight trains.

Olympic Highway underbridge: The design modification will see the dual track transition to single track across the bridge to create the necessary horizontal clearances for double-stacked freight trains.

Junee works fast facts

Recently completed analysis indicates there will not be any significant change of freight rail traffic until such time as the connection is made to Brisbane and the full route of Inland Rail is complete. A daily peak of 20 trains per day are forecast in the longer term once Inland Rail is operational.

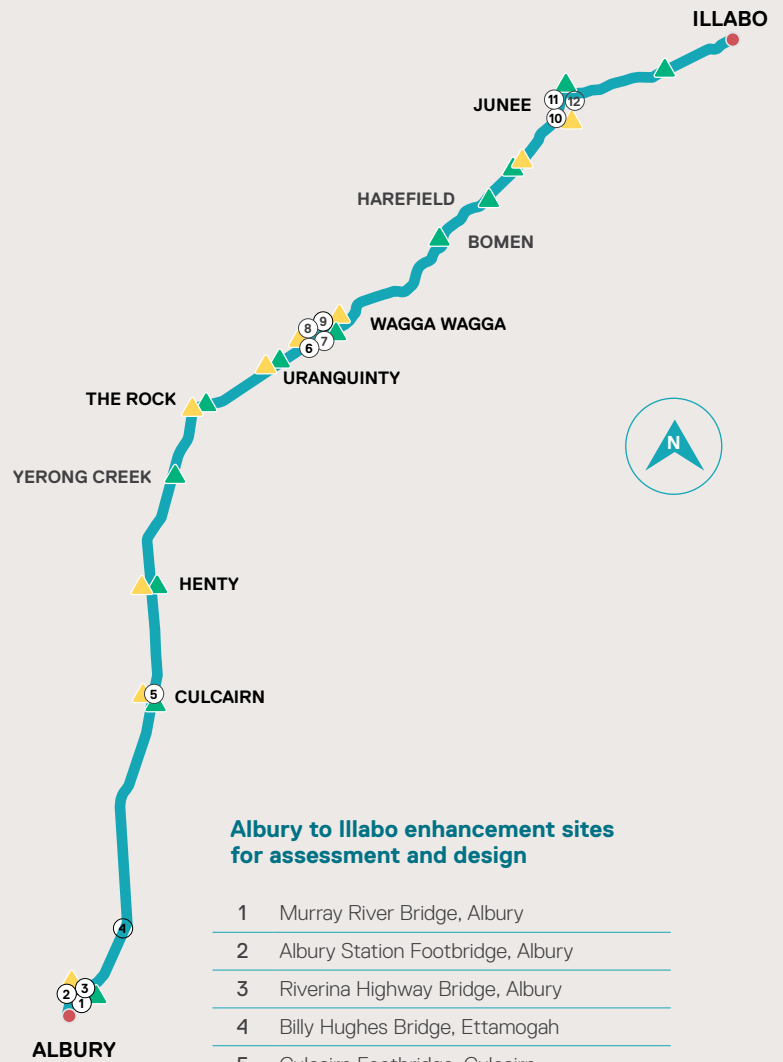
The A21 enhancement works will enable the use of double-stacked, 1800m long freight trains with a 21-tonne axle load at a maximum speed of 115km/h.

Train lengths: The length of trains that will use Inland Rail will depend on market requirements. Since 2010, the Inland Rail project scope has been to determine the best possible route enabling 1,800m-long, double-stacked freight trains to travel between Melbourne and Brisbane. Operators are expected to also run trains that are shorter, some with only single-stacked containers.

Impacts on truck numbers and freight movement:

Inland Rail will reduce the burden on large B-double trucks to do the heavy lifting of transporting goods around the country. Truck volumes will be reduced in more than 20 of our regional towns and congestion will ease on some of Australia's busiest highways.

Each train could carry the equivalent freight volume of 110 B-double trucks, which means safer, less congested roads and fewer carbon emissions.



Additional locational information

- Track slew** assessment sites for realignment of the track to accommodate passing trains
- Clearances** assessment sites to accommodate double-stacked trains
- Project limits**



Want to know more?

Inland Rail is committed to working with property owners, communities, 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, please let us know.

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