

# ILLABO TO STOCKINBINGAL



## PROJECT FACT SHEET

NSW

### ABOUT INLAND RAIL

Inland Rail is a 1,700km fast freight backbone providing transit times of less than 24 hours for freight trains from Melbourne to Brisbane.

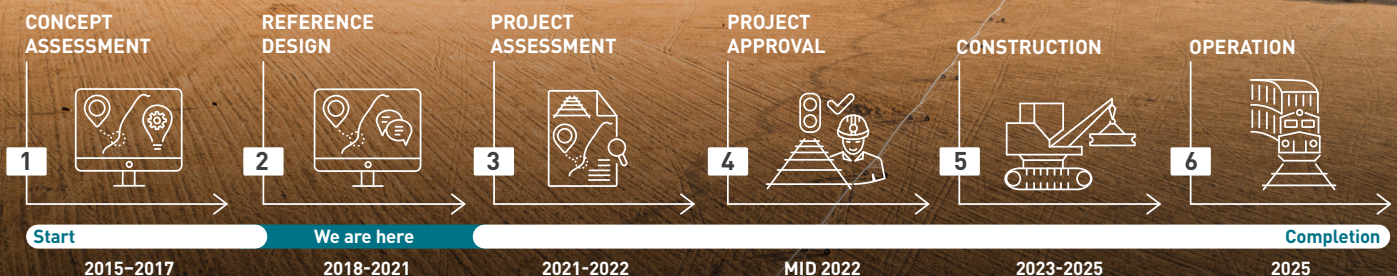
Once complete, Inland Rail will transform how we move goods around Australia, better link businesses, farmers and producers to national and global markets and generate new opportunities for industries and regions.

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 ILLABO TO STOCKINBINGAL PROJECT

The Illabo to Stockinbingal project is a new rail corridor approximately 37km in length and located within the local government areas of Junee and Cootamundra-Gundagai. This new section of rail corridor will provide a direct route from east of Illabo, tracking north to Stockinbingal and connecting into the existing Forbes rail line. The route bypasses the steep and windy section of track called the Bethungra Spiral.

A concept assessment of the Illabo to Stockinbingal section undertaken between 2016 and 2017 established a 2km wide study area approved by the Australian Government. The project is in the reference design phase, which considers how design will meet the objectives of the Illabo to Stockinbingal project, including budget, service requirements and constructability. Site investigations, environmental assessments and field studies will continue to occur in consultation with landowners, councils and other key stakeholders.



## WHAT HAS BEEN HAPPENING?

We have refined our proposed rail corridor design, incorporating a wide variety of stakeholder feedback. Recent design refinements identified design and construction challenges needing further investigation, including:

- ▶ the grade of the alignment (steepness of the inclines and declines), and scope of required earthworks
- ▶ road/rail interfaces at bridges and public level crossings
- ▶ connections to existing rail lines (how we tie into existing tracks).

We have been progressing the rail corridor design with additional assessments, including constructability assessment, ecological and cultural heritage investigations, as well as survey works to identify areas of constraint. These investigations will inform an updated reference design and may result in changes to the proposed alignment.

Other work completed so far includes:

- ▶ preliminary field studies within the 2km wide study area, including flood, hydrology, ecology and geotechnical studies
- ▶ meetings with landowners and local farmers to get a better understanding of local potential impacts and mitigation opportunities and ground conditions
- ▶ collaboration with councils to better understand issues such as flooding, roads and traffic patterns
- ▶ carrying out a Multi Criteria Analysis to narrow the study area from 2km wide to a 250m wide study area, known as the focus area of investigation (FAI).

## NEXT STEPS

The preferred refined design includes a range of options and opportunities primarily inside the 250m wide FAI. However, some opportunities have been identified outside the FAI with a maximum movement of approximately 200m.

We will continue our investigations during the second half of 2020. As part of this, we will be consulting with landowners and the wider community on the opportunities inside and outside of the FAI to collect your feedback.

These activities will inform our final rail corridor design and contribute to an Environmental Impact Statement (EIS) for the Illabo to Stockinbingal project.

## ENVIRONMENTAL PLANNING AND APPROVAL

The EIS document aims to outline the potential project impacts and mitigations for consideration by the Department of Planning, Industry and Environment (DPI&E). It also captures information gathered from stakeholder consultation, such as meetings with landowners, councils, industry and wider community. The EIS also details how information gathered from consultation was considered in the narrowing of the study area to a final rail corridor.

Once the EIS is complete, it will be put on public exhibition around mid-2021 for a minimum of 28 days.

During the public exhibition period, the community is invited to provide feedback for DPI&E to consider, before the project is approved by the Minister for Planning. The final 40 to 60m wide rail corridor will be released as part of the EIS.



## WANT TO KNOW MORE?

ARTC is committed to working with landowners, 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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# ARTC

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

CURRENT AS AT AUGUST 2020