INLAND RAIL
ILLABO TO STOCKINBINGAL (I2S)
COMMUNITY CONSULTATIVE COMMITTEE (CCC)

August 2019

PRESENTATION OVERVIEW

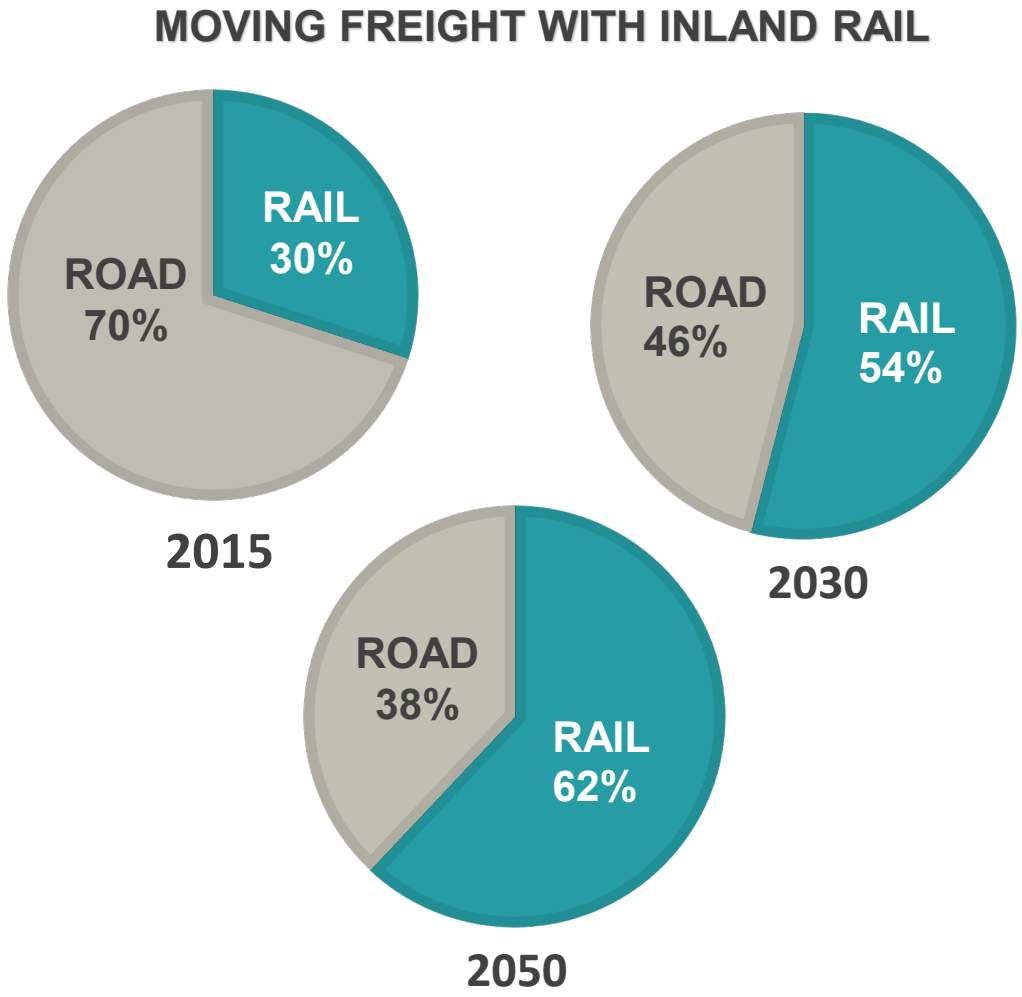
- Inland Rail Overview – Heath Martin (Stakeholder Manager)
- Project Update – Cameron Simpkins (Project Director)
- Consultation Update – Heath Martin (Stakeholder Manager)
- Environment Update – Daniel Lumby (Environmental Advisor)
- Property Update – Patrick Leahy (Land and Property Advisor)

MEETING AUSTRALIA'S FREIGHT CHALLENGE

Inland Rail is about more than modal shift Inland Rail will also grow total freight capacity

Inland Rail Service Offering:

- Transit time less than 24 hours
- Available when market wants
- Competitive pricing
- 98% reliability



INLAND RAIL: BASED ON A SOLID BUSINESS CASE

Infrastructure Australia assessed the ARTC Inland Rail Business Case and Inland Rail was declared a priority infrastructure project (May 2016)

The Business Case for Inland Rail

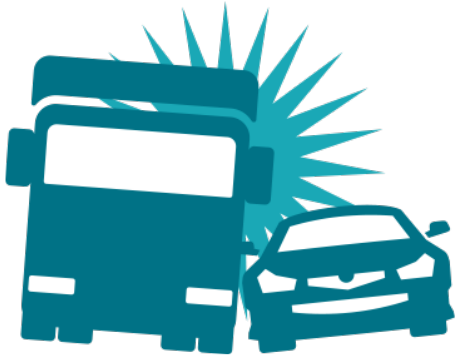
- Generate $16 Billion in additional economic benefits.
- Create 16,000 direct and indirect jobs
- Make the nation safer and more efficient by removing +200,000 truck movements from the road each year by 2050
- Provide the backbone for a world-class supply chain
- Help meet Australia's freight challenge
- Help reduce congestion on the main arteries to Brisbane, Sydney, Melbourne

BENEFITS OF INLAND RAIL

Road competitive service

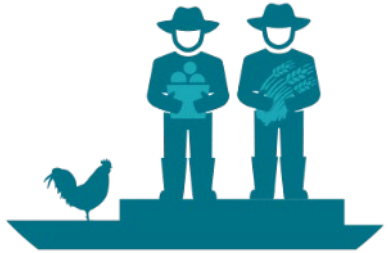
Reducing Congestion

Reducing Burden



1/3 of the fuel of road

Globally Competitive
For producers

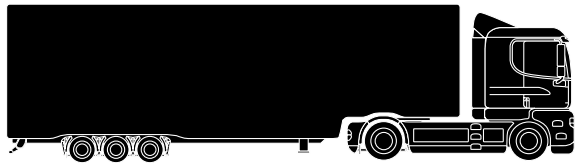


Connecting

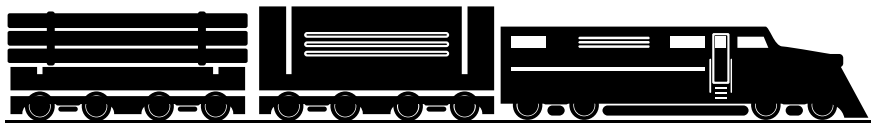
CSIRO P2N PILOT STUDY RESULTS: REGIONAL COST SAVINGS

Shift to Inland Rail
For horticulture and post-processed food supply chains

Road

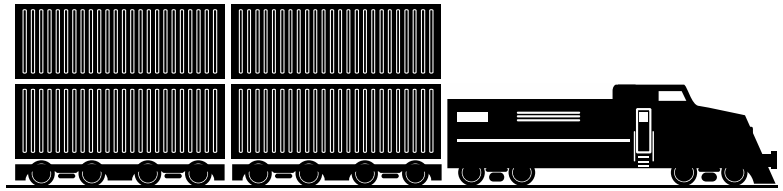


Coastal Rail



$31

Inland Rail



* Depending on back loading

$76

CSIRO estimates average cost saving per tonne for horticultural freight

CSIRO STUDY P2N PILOT – CSIRO identified potential for greater regional freight cost savings than the Business Case forecast

NATIONAL AND STATE BENEFITS

GDP/GSP BOOST

NATIONAL
$16+ Billion

QUEENSLAND
$7.2 Billion

NEW SOUTH WALES
$2.6 Billion

VICTORIA
$7.0 Billion

JOBS

16,000

QUEENSLAND
7,200

NEW SOUTH WALES
5,000

VICTORIA
2,800

OTHER STATES
1,000

DELIVERING ECONOMIC BENEFITS

General

- Intermodal/Terminals
- Workforce training and development
- New Business Ventures

New Business Ventures

- Quarries
- Water Supply
- Precast Concrete
- Bus Transport
- Crane Hire
- Containers and site offices
- Survey
- Plant and equipment maintenance

P2N Current

- Construction contract $300m+
- Ballast/capping supply $17m
- Culverts $13m
- Turnouts $4m
- Concrete sleepers $17.5m
- Steel rail $18m

SNAPSHOT: PARKES TO NARROMINE PROJECT

The Parkes to Narromine project is the first Inland Rail project to start construction.

An upgrade of 98km of existing rail track, with an additional 5km of new track.

- Construction started in December 2018
- The construction contractor INLink has established offices in Parkes and Peak Hill.
- Total spend with local businesses.
- = $16.6million

IR COMMUNITY SPONSORSHIP AND DONATIONS PROGRAM

- The ARTC Inland Rail Community Sponsorships and Donations Program will support community-initiated projects, events or activities, which:
  - Are one-off and short-term
  - Contribute to the community's wellbeing, prosperity and/or sustainability
  - Priority based on project location and benefit to community
- Funding requests: $1,000 - $4,000
- Eligibility: Project, Organisation (not-for-profit), Application
- Rounds: 4 per year (next round closing 31 July)
- Visit our website for the application & guidelines: https://inlandrail.artc.com.au/sponsorships

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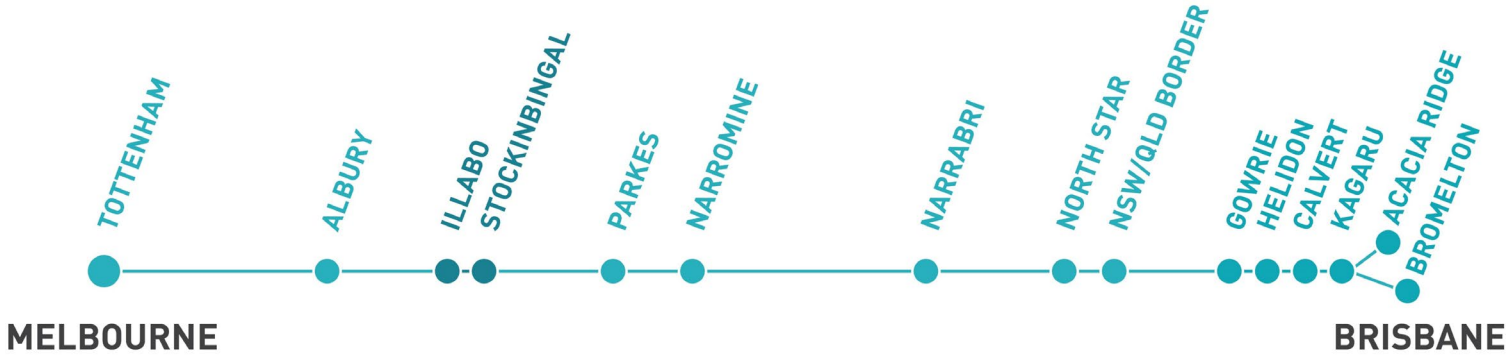
I2S PROJECT UPDATE
CAMERON SIMPKINS

August 2019

ILLABO TO STOCKINBINGAL PROJECT OVERVIEW

- The Illabo to Stockinbingal (I2S) project is one of 13 projects in the Inland Rail Programme and will form a vital freight rail link
- The project is “greenfield”, which means new track will be constructed in a newly established rail corridor
- The I2S project extends 37 km through central south regional NSW from Illabo to Stockinbingal, connecting the “brownfield” projects Albury to Illabo and Stockinbingal to Parkes
- The project has been declared State Significant Infrastructure (SSI) and as such will undergo rigorous impact assessment with an Environmental Impact Statement (EIS)



I2S PROJECT OVERVIEW

We Are Here

Feasibility Includes

- Community consultation
- Site investigations
- Reference design
- Environmental Impact Assessment

In March 2018, ARTC awarded the Phase 2 contract to IRDJV (WSP-Mott McDonald Joint Venture)

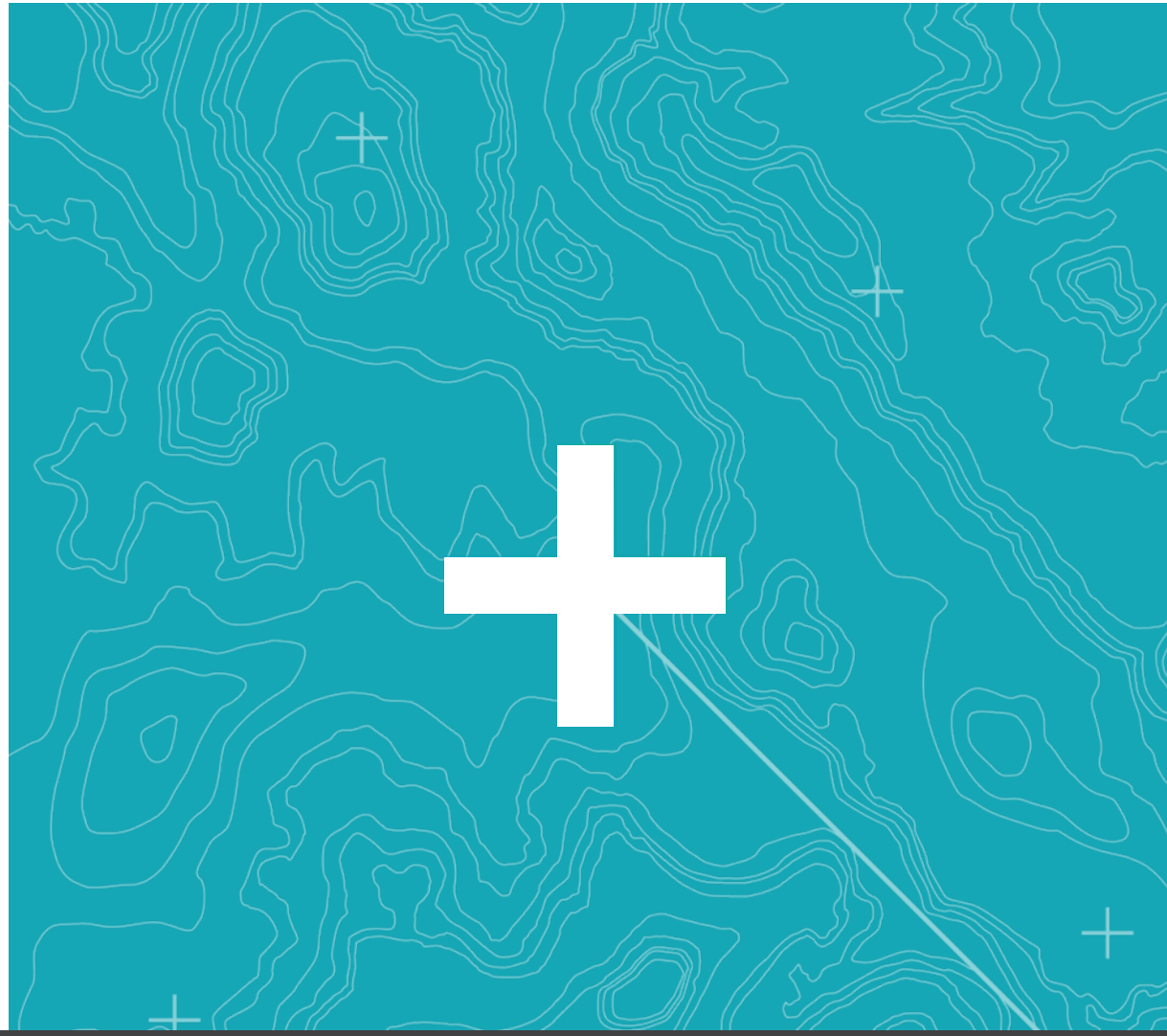
FIELD INVESTIGATIONS UPDATE
OVER 100 FIELD INVESTIGATIONS COMPLETED

Engineering

- Geotechnical
- Survey
- Hydrology
- Civils and Services
- Road and rail interface
- Traffic Monitoring

Environmental

- Ecology
- Cultural Heritage
- Surface and Groundwater
- Noise Monitoring
- Ground Water
- Social Impact
- Agronomy & Farm Operations
- Landscape and Visual Amenity
- Contaminated Land



REFINE THE ROUTE

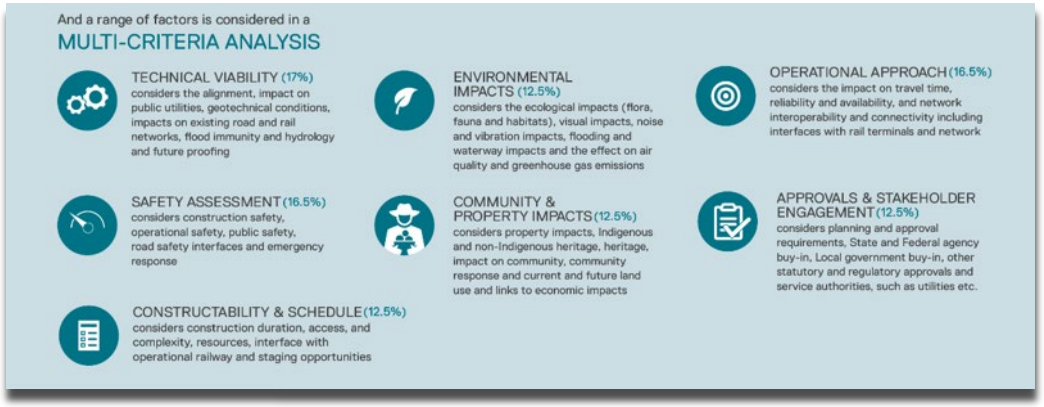
Service Offering

This is the level of service required by rail operators and freight customers

Cost

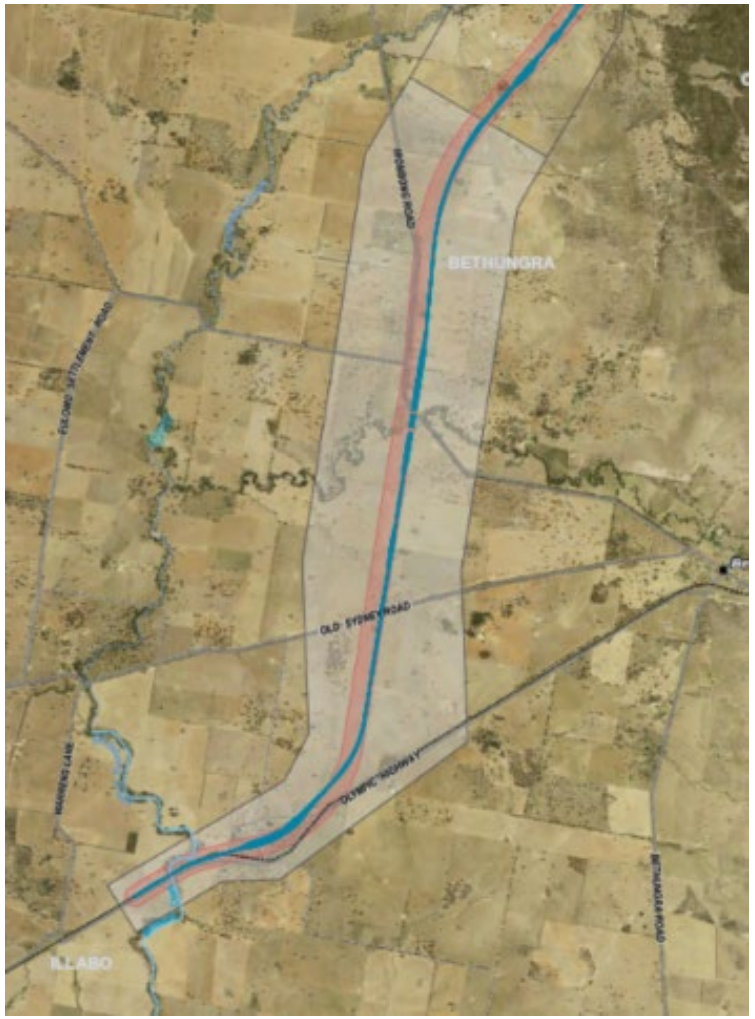
This is the construction estimate, and track maintenance and train operating costs for customers

Multi-criteria Analysis



This is a broad range of qualitative and quantitative criteria that is considered as part of the Multi-Criteria Analysis (MCA). The MCA process is recognised as an industry standard and is widely used in Australia and internationally.

ILLABO TO STOCKINBINGAL STUDY AREA



Southern section

Central section

Northern section

IRONBONG ROAD – RAIL BRIDGE

A rail-over/road-under bridge will be provided on Ironbong Road

- The bridge will be constructed with three spans of 23 meters each
- The bridge will feature a minimum vehicle clearance height of 5.5 meters

A similar rail-over/road-under bridge will also be provided on Dirnaseer Road

- Similarly, this bridge will be constructed with three spans of 23 meters each and will feature a minimum vehicle clearance height of 5.5 meters

OLD COOTAMUNDRA ROAD – RAIL BRIDGE

A rail-over/road-under bridge will be provided on Old Cootamundra Road

- The bridge will be constructed with four spans of 14 meters each
- The bridge will feature a minimum vehicle clearance height of 5.5 meters

BURLEY GRIFFIN WAY - ROAD BRIDGE

The project will significantly change the road/rail interface at Stockinbingal

- It is proposed to provide an road bridge removing the need for the existing level crossing
- The level crossing has been the scene of a number of serious accidents in the past
- The road bridge represents a significant safety improvement for motorists using Burley Griffin Way

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I2S STAKEHOLDER ENGAGEMENT UPDATE
HEATH MARTIN

August 2019

ENGAGEMENT AND CONSULTATION HISTORY

- Since April 2016, we've been having real conversations with landowners to help us understand how they use their property
- We have engaged in over 300 face to face meetings with landowners and key stakeholders
- We have held 15 community Drop-in Sessions in local towns
- Information Stands at local Shows
- Community Consultative Committee (CCC)

Illabo Drop-in Session October 2018

FAI AND 70% REFERENCE DESIGN CONSULTATION

Recent consultation for the FAI and the 70% reference design has included:

- Meetings with MPs and Councils
- One on one meetings with landowners (22 families)
- Meetings with Government agencies such as TfNSW, RMS, Emergency Services and Local Land Services
- Community drop-in sessions
- Presentations and briefings with other key stakeholders such as

Cootamundra Drop–In Session August 2019

CONSULTATION UPDATE

- From June 2019, ARTC Inland Rail begun stakeholder and landowner consultation for both the 250m wide focused area of investigation (FAI) and the 70% reference design
- The stakeholder team have been on the ground having face to face meetings for the past 8 weeks
- Feedback from consultation will feed into the 95% Reference design

Landowner meeting July 2019

FAI AND 70% DESIGN CONSULTATION FEEDBACK

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Key issues, concerns and feedback from the recent consultation:

- Concerns about access over rail line for stock, large machinery and fire fighting
- Concerns about land severance, the impact on farming operations and farm infrastructure
- Questions around acquisition compensation
- Employment opportunities
- Concerns about noise and vibration
- Positive feedback on the Stockinbingal connection

Landowner meeting on site

ENGAGEMENT AND CONSULTATION NEXT STEPS

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Next steps for engagement and consultation are:

- Provide report of landowner and stakeholder feedback into the design team
- Prepare for 95% Reference design consultation in Q4 2019
- Prepare consultation chapter for EIS submission
- Information Stands at local Shows
- Community Consultative Committee (CCC)

Bethungra Valley - I2S focused area of investigation

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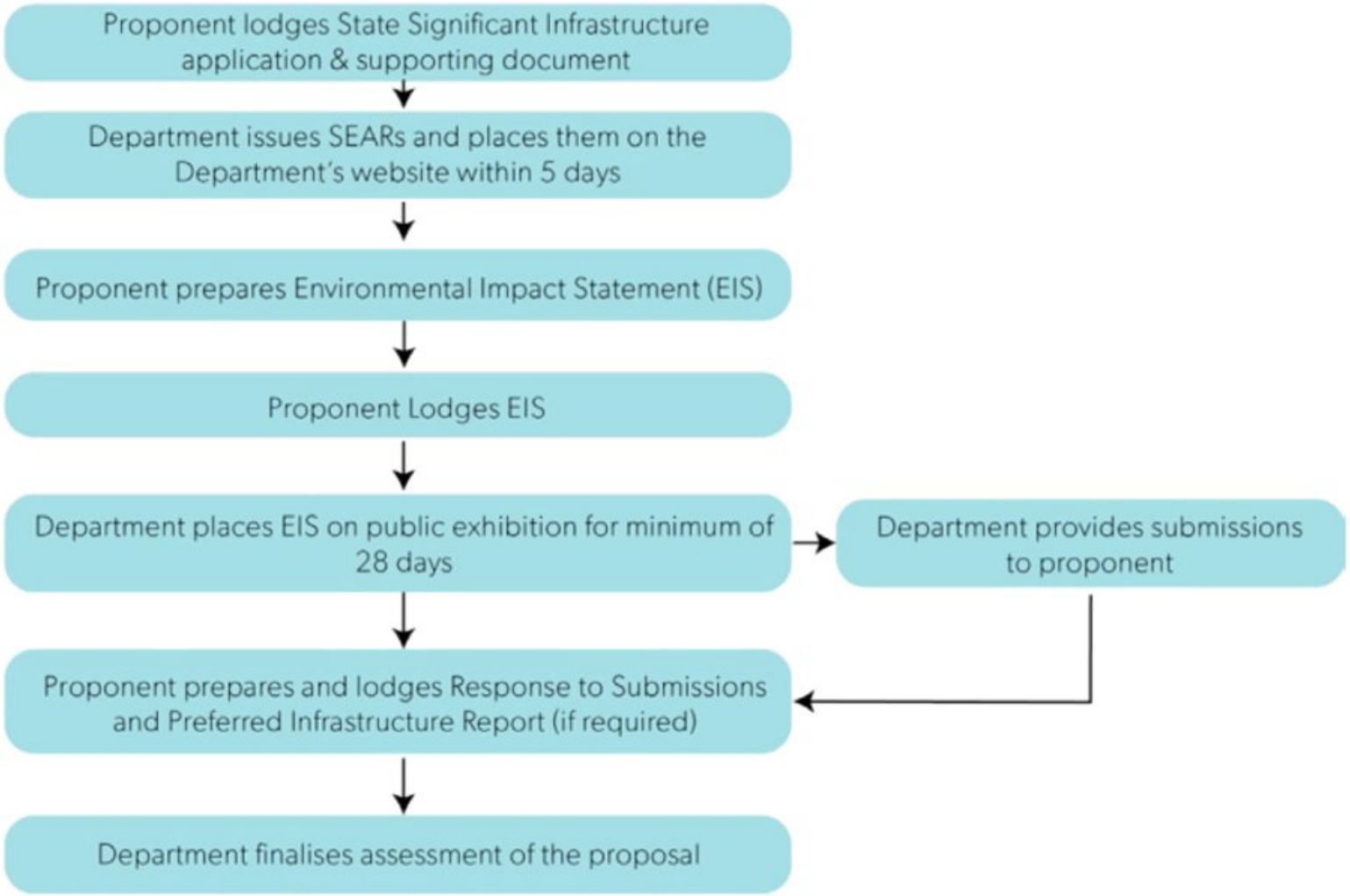
I2S ENVIRONMENTAL PROJECT UPDATE
DANIEL LUMBY

August 2019

PLANNING APPROVAL PROCESS



I2S PLANNING PROCESS

We are here

- 30% EIS completed in Q4 2018
- 70% EIS submission to ARTC is planned for 30 August
- 100% EIS is planned for March 2020
- Public exhibition is planned for Q2 2020
- Anticipated that NSW Department Planning, Infrastructure and Environment would finalise their assessment by Q4 2020

FIELD STUDIES

Field based studies to support the EIS assessments are nearing completion

Environmental Study	Status
Noise & Vibration	Complete
Surface and Groundwater Monitoring	Complete
Agricultural Land Use	Complete
Landscape and Visual Amenity	Complete
Traffic and Transport	Complete
Social Impact	Nearing Completion
Cultural Heritage	Nearing Completion
Ecology • Flora • Threatened Flora • Fauna • Aquatic • Winter Bird	 Complete Nearing Completion Complete Complete Complete

REGULATOR CONSULTATION

- ARTC is committed to regular consultation with the Department of Planning, Industry and Environment (including former Office of Environment and Heritage) and other government regulators

- Once the 70% EIS has been submitted by the Service Provider, ARTC will facilitate workshops focused on assessments within the EIS. Workshops aim to provide an overview of the field studies to date, detail the broader findings, risks, opportunities and also allows a mechanism for feedback from the relevant regulators.

- Workshops are scheduled for early Q4 2019.

- Proposed that workshops will include;
  - Flooding and Hydrology, Noise and Vibration, Agricultural Assessment, Biodiversity and Cultural Heritage

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PROPERTY UPDATE
PATRICK LEAHY

August 2019

INTRODUCTION

- Building a major infrastructure like the Inland Rail project is a complex task.
- The design and construction process must be painstakingly developed to ensure that the project is achievable and that it can be delivered with minimum disruption to landowners and local communities.
- While some properties may currently be shown to be affected by the proposed rail corridor, it will take some time to confirm if all or part of these properties are needed to construct the project.
- Plans may also change during the community consultation and approval process for the project's environmental impact statement (EIS).
- ARTC will notify landowners in writing once it confirms that either part or all of a property has been identified for acquisition.
- 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 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 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 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

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THANK YOU

ARTC

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