



INLAND RAIL
Illabo to Stockinbingal (I2S)
Community Consultative Committee (CCC)
Presentation 28 February 2019, Cootamundra

Cameron Simpkins – Senior Project Manager – I2S
Daniel Lumby – Environmental Advisor – I2S
Helena Orel – Stakeholder Engagement Manager – NSW

WHAT IS INLAND RAIL?



■ **CONNECTED**

■ **FAST**

└─ Straight and flat

■ **RELIABLE**

└─ 98%

■ **COST EFFECTIVE**



**MELBOURNE
TO BRISBANE**



**COST REDUCTION
COMPARED TO TRUCKS**



PROJECT UPDATE

Cameron Simkins – Senior Project Manager – I2S
Daniel Lumby – Environmental Advisor – I2S

I2S project overview

We Are Here

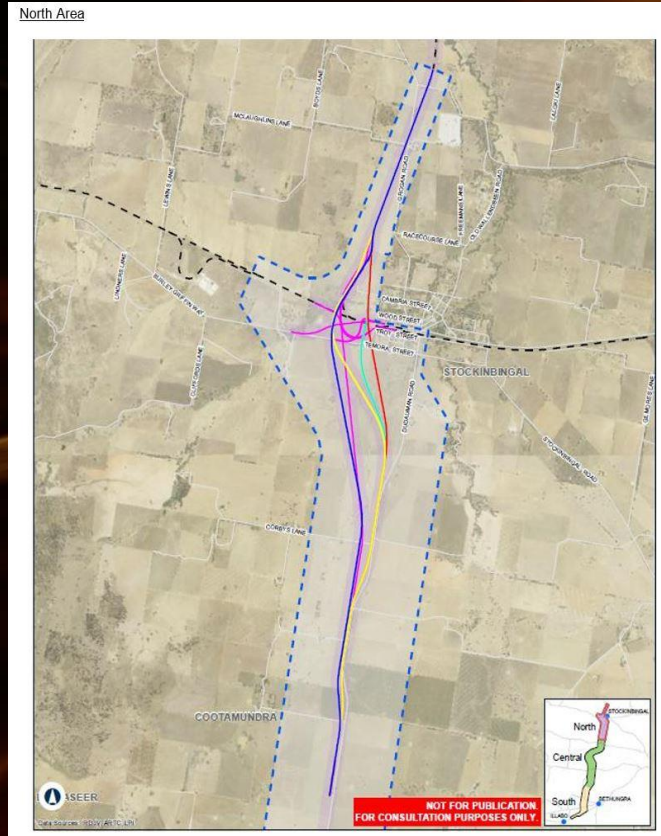
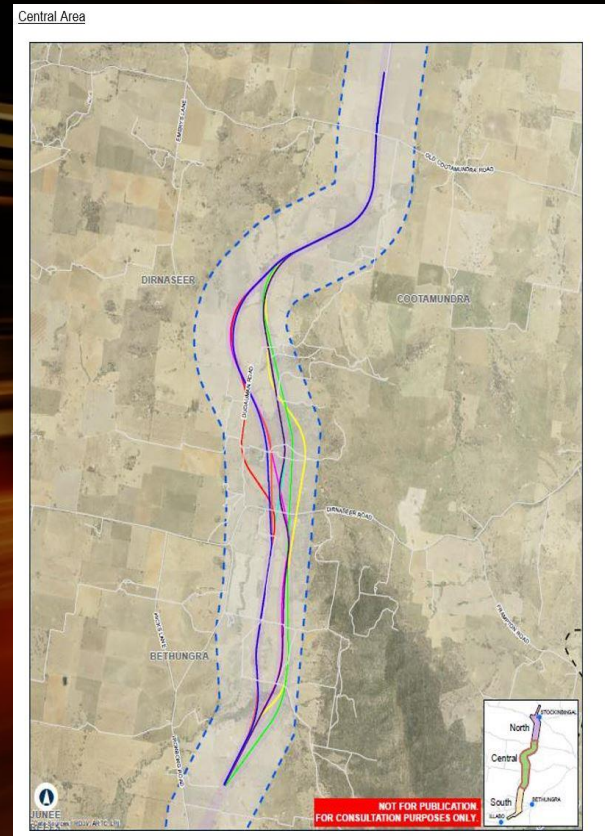
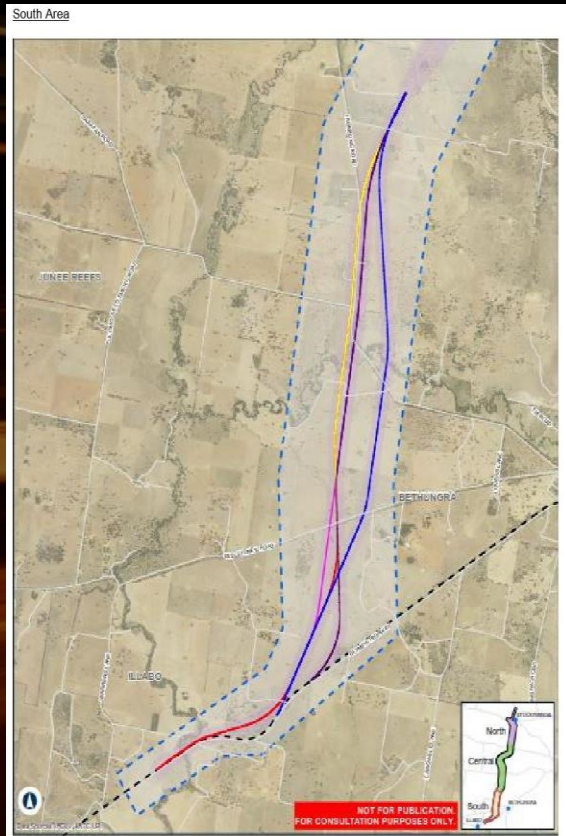


Feasibility Includes:

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

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

Illabo to Stockinbingal study area & opportunities



- 37KM greenfield project
- Study area narrowed to focussed area for further Investigation
- Phase 2 will culminate with the completion of the Environmental Impact Statement (scheduled for submission Nov 19)
- Opportunities relating to material / borrow pits.

Refine the route

- **SERVICE OFFERING**

 <p>TRANSIT TIME requires a transit time from Melbourne to Brisbane in less than 24 hours</p>	 <p>RELIABILITY requires 98 per cent reliability to freight customers</p>
 <p>COMPETITIVE PRICING requires competitive pricing for freight customers</p>	 <p>AVAILABILITY requires suitable train paths at the times that suit the needs of the market</p>

- **COST**

 <p>CONSTRUCTION ESTIMATE</p>	 <p>OPERATING COSTS</p>
---	---

- **MULTI-CRITERIA ANALYSIS**

And a range of factors is considered in a **MULTI-CRITERIA ANALYSIS**

 <p>TECHNICAL VIABILITY (17%) considers the alignment, impact on public utilities, geotechnical conditions, impacts on existing road and rail networks, flood immunity and hydrology and future proofing</p>	 <p>ENVIRONMENTAL IMPACTS (12.5%) considers the ecological impacts (flora, fauna and habitats), visual impacts, noise and vibration impacts, flooding and waterway impacts and the effect on air quality and greenhouse gas emissions</p>	 <p>OPERATIONAL APPROACH (16.5%) considers the impact on travel time, reliability and availability, and network interoperability and connectivity including interfaces with rail terminals and network</p>
 <p>SAFETY ASSESSMENT (16.5%) considers construction safety, operational safety, public safety, road safety interfaces and emergency response</p>	 <p>COMMUNITY & PROPERTY IMPACTS (12.5%) considers property impacts, Indigenous and non-Indigenous heritage, heritage, impact on community, community response and current and future land use and links to economic impacts</p>	 <p>APPROVALS & STAKEHOLDER ENGAGEMENT (12.5%) considers planning and approval requirements, State and Federal agency buy-in, Local government buy-in, other statutory and regulatory approvals and service authorities, such as utilities etc.</p>
 <p>CONSTRUCTABILITY & SCHEDULE (12.5%) considers construction duration, access, and complexity, resources, interface with operational railway and staging opportunities</p>		

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

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

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.

The final step in the process is that ARTC makes a recommendation to the Minister for Infrastructure and Transport through the Melbourne to Brisbane Inland Rail Steering Committee.

Feasibility field investigations

Where you will / or have seen us

ENGINEERING

- Geotechnical
- Survey
- Hydrology
- Utilities
- Road and rail interface
- Traffic and transport

ENVIRONMENTAL

- Terrestrial and aquatic Ecology
- Cultural heritage
- Surface and groundwater
- Noise and vibration
- Social impact
- Agriculture and land use
- Landscape and visual amenity



Environmental assessment and EIS status

Environmental Assessment

- Secretary's Environmental Assessment Requirements (SEARs)
- EPBC Controlled Action

EIS Status

- Assessment methodologies
- Desktop and field baseline studies
- Stakeholder and community engagement





STAKEHOLDER ENGAGEMENT AND CONSULTATION UPDATE

Helena Orel
Stakeholder Engagement Manager - NSW

ENGAGEMENT AND CONSULTATION

How we got here – Illabo to Stockinbingal

Involved initial studies, financial analysis, optioneering and consultation

Consultation



2010 - Inland Rail Alignment Study (IRAS) undertaken (Price Water House Coopers, Parsons Brinkerhoff, ARTC)

Identified preferred options:

1. Albury, using existing track and various options connecting into Forbes
2. Shepparton / Narrandera using existing track connecting into Forbes
3. East of Illabo, north to Stockinbingal, new track to be built

2015 - Inland Rail Implementation Group (IRIG) reviewed the 2010 IRAS findings to determine if the findings from this study were still relevant.

2015 - IRIG study came to the same conclusion as the 2010 IRAS, but this time it estimated the Shepparton option to cost up to \$2 million more and not \$900,000 as was estimated in 2010. Further analysis of options continued.

2017 - Australian Government confirmed the preferred study area for I2S. Preferred study area presents the best balance of benefits for the economy and the community

2017 May - Inland Rail – Melbourne to Sydney fully funded in Federal budget

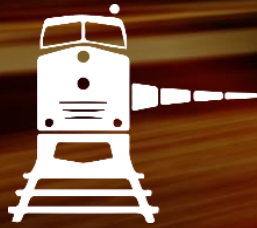
ENGAGEMENT AND CONSULTATION

May 2017 - 2019 consultation experts employed by ARTC, consultation intensified, focussed on landowners, local residents, local aboriginal communities, councils, emergency services, rail and road network operators, utility managers, TfNSW, local, state and federal governments and agencies.

Consultation and investigations included:

• Biodiversity	• Noise and vibration – amenity
• Protected and sensitive lands	• Noise and vibration – structural
• Transport and traffic	• Socio-economic, land use and property
• Flooding, hydrology and geomorphology	• Visual amenity
• Water – hydrology	• Waste
• Water – quality	• Climate change risk
• Soils	• Sustainability
• Heritage, indigenous and european	• Access

Engagement and consultation



Consultation feedback and information gathered from multiple field environmental / technical studies and face to face consultation was considered in the Multi Criteria Analysis (MCA) process and initial 2km study area narrowed to a 200 – 400m wide area

October 2018 - landowners and other key stakeholders informed of 200 – 400m area in October

January 2019 – Community Consultative Committee established

ENGAGEMENT AND CONSULTATION - UPCOMING

Council briefings, rail and road network operators, community 'drop in' sessions, elected representatives, special interest groups, CCC meetings, local aboriginal groups

Landowner consultation: borrow pits, materials, quarry materials, access for areas potentially required for construction activities, any outstanding detailed investigations eg. seasonal surveys, ecology cultural heritage, geotechnical, property negotiations and acquisition, level crossings, biodiversity offsets

Confirm selected rail corridor with landowners – March 2019

Social impact assessment consultation (impacts and opportunities), workers accommodation, social performance activities

Preparing consultation content for the EIS document for the Department Planning and Environment, and EIS public exhibition November 2019, construction 2020

ENGAGEMENT AND CONSULTATION SOCIAL PERFORMANCE OUTCOMES

- ARTC has responsibility deliver and operate Inland Rail with the least negative social impact possible, while enhancing the benefits Inland Rail will deliver to the people of Australia both locally and nationally.
- Create meaningful opportunities for local and Indigenous people delivering long term, lasting benefits for them.



ENGAGEMENT AND CONSULTATION

Sponsorship and community participation, Illabo, Cootamundra, Junee, Forbes agricultural shows, Junee Rhythm N Rail Festival



Inland Rail 100 years in the making First section to start construction - Parkes to Narromine, 13 December 2018



ARTC Inland Rail NSW stakeholder engagement team members with Deputy Prime Minister Mr Michael McCormack and Parkes Shire Council Mayor Mr Ken Keith at Inland Rail 'sod turn' Parkes 2018

ENGAGEMENT AND CONSULTATION

Inland Rail first section to start to construction, Parkes to Narromine 2018



ARTC's customers and network users participated in the event

Deputy Prime Minister Mr Michael McCormack meeting ARTC's construction contractors

ENGAGEMENT AND CONSULTATION





THANK YOU