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**INLAND RAIL**

**Narrabri to Narromine (N2N)  
Community Consultative Committee (CCC) presentation  
22-23 January 2019**

**Scott Divers – Senior Project Manager – N2N  
Helena Orel – Stakeholder Engagement Manager – NSW  
Matthew Errington – Environmental Advisor – N2N  
Kyle-James Giggacher - Project Delivery Engineer - N2N**

# WHAT IS INLAND RAIL?



■ **CONNECTED**

■ **FAST**

└─ Straight and flat

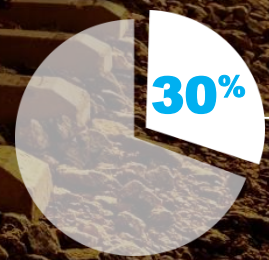
■ **RELIABLE**

└─ 98%

■ **COST EFFECTIVE**



**MELBOURNE TO BRISBANE**



**COST REDUCTION**  
COMPARED TO TRUCKS





# PROJECT UPDATE

**Scott Divers – Senior Project Manager – N2N**

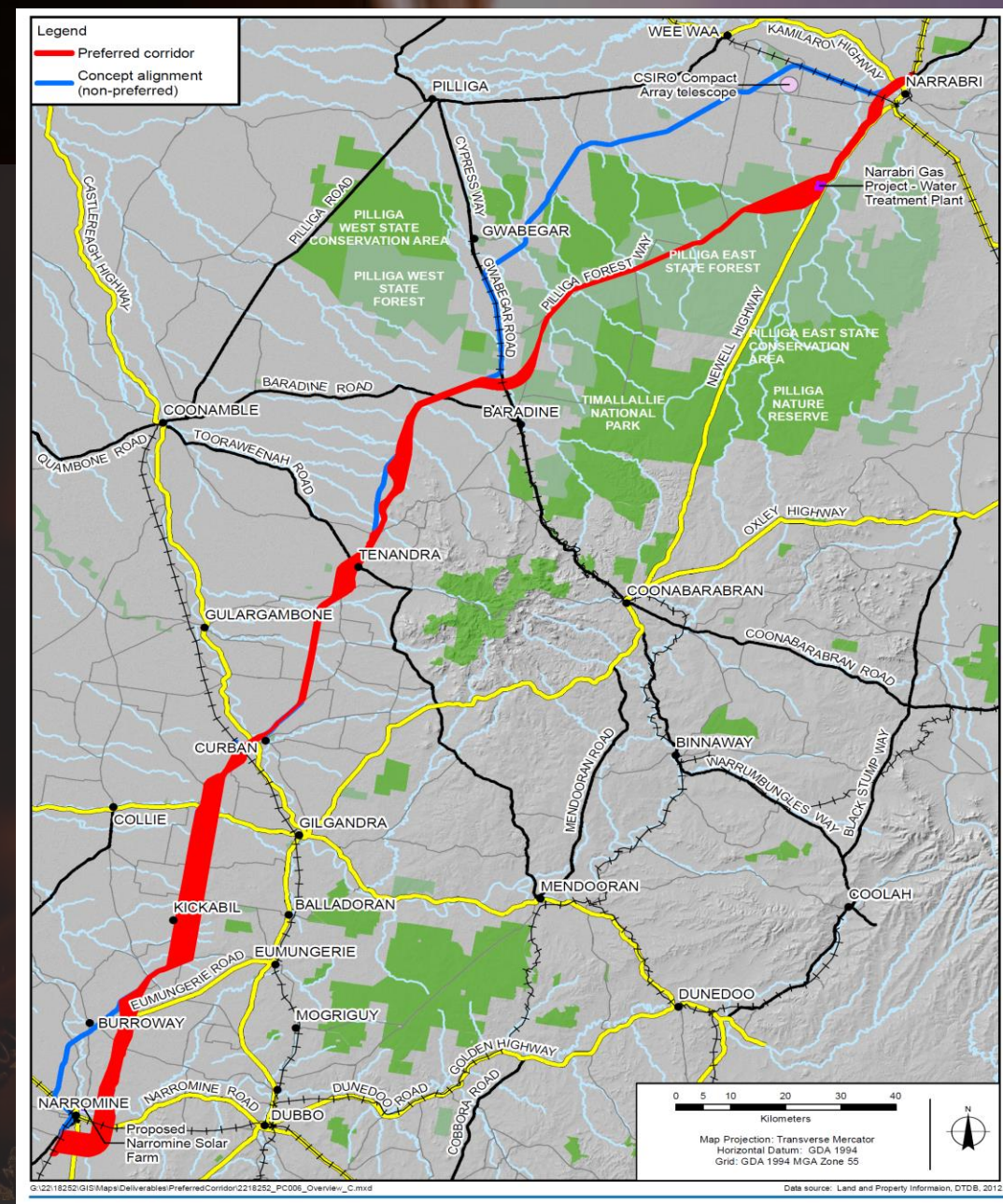
**Matthew Errington – Environmental Advisor – N2N**

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# Narromine to Narrabri (N2N) study area

- 307km greenfield project
- Phase 1 = studies to define the study area, which ranges from 500m – 5km wide
- June 2018, ARTC awarded contract to JacobsGHD Inland Rail Joint Venture to complete engineering, environmental and traffic investigations. This marked commencement of Phase 2
- Phase 2 = Feasibility design and Environmental Impact Statement (EIS) processes
- The study area initially narrowed to 100 – 150m wide by first quarter 2019. The rail corridor will be within this area
- Phase 2 will culminate with the completion of the EIS and its public exhibition in mid 2020





# N2N Project overview

We are here



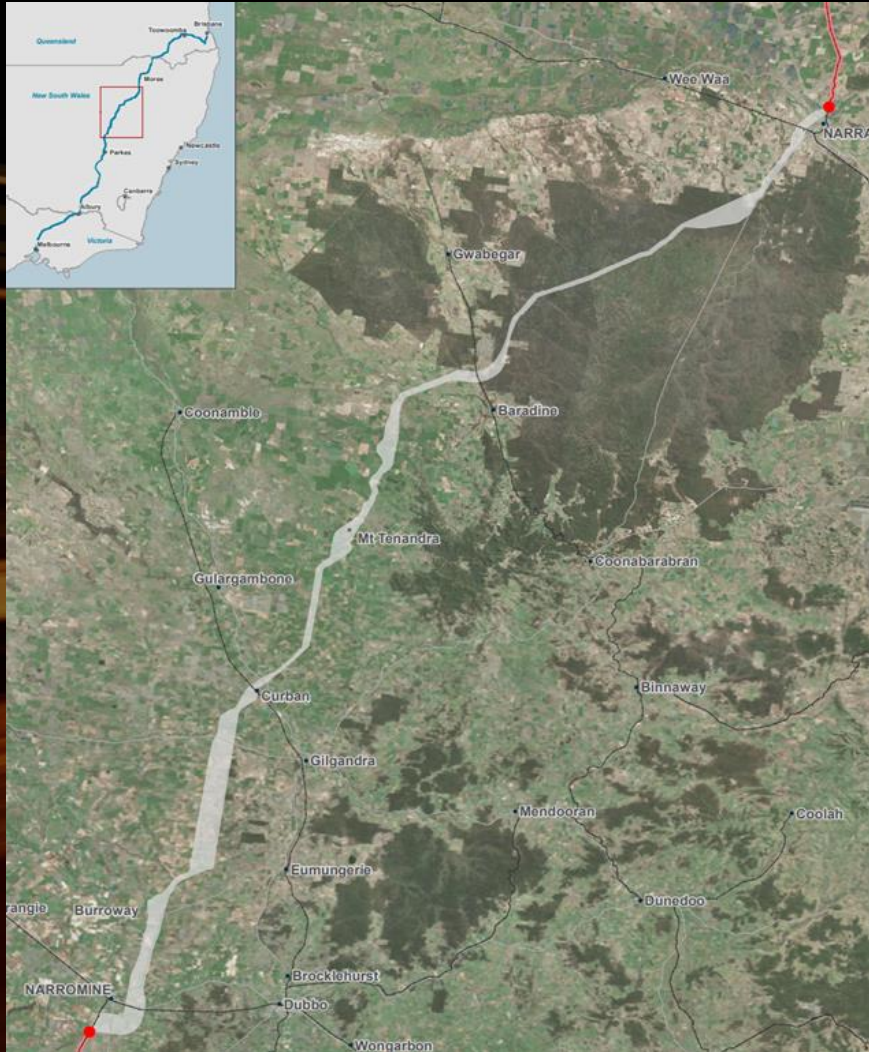
## Feasibility includes:

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

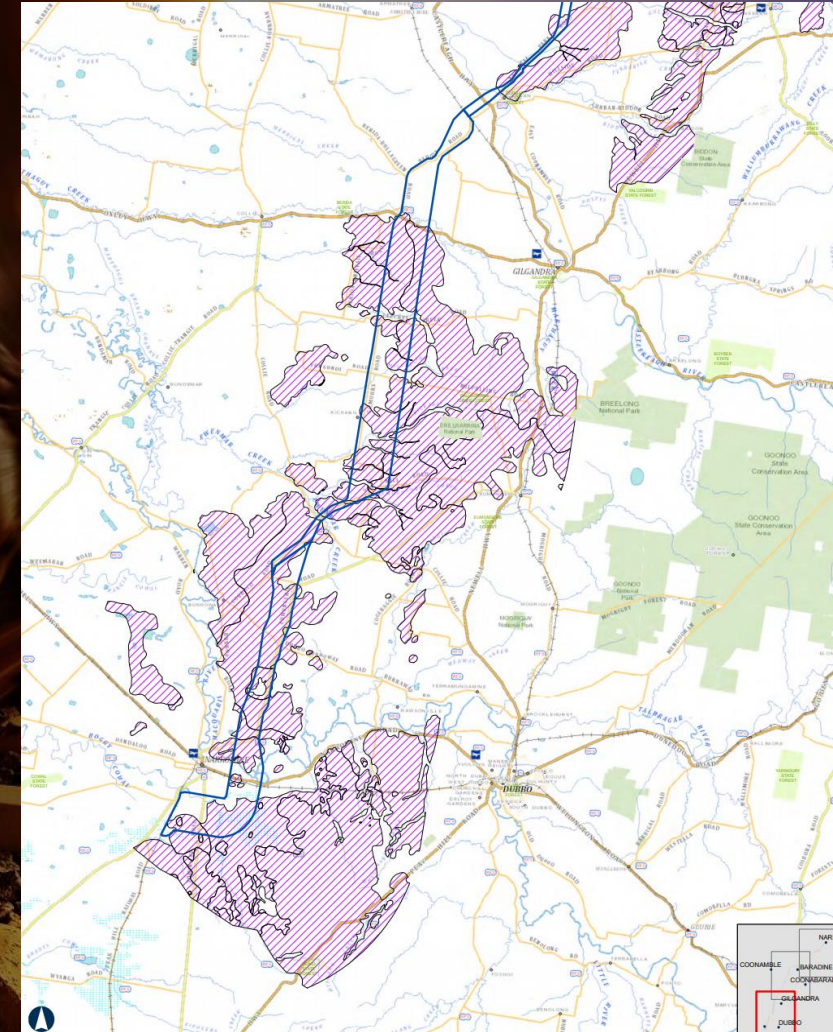
In June 2018, ARTC awarded the Phase 2 contract to JacobsGHD Inland Rail Joint Venture



# Narromine to Narrabri study area & opportunities



- 307km greenfield project
- Study area arrowed to rail corridor
- Phase 2 will culminate with the completion of the Environmental Impact Statement (currently scheduled for early 2020)
- Opportunities relating to material borrow pits and quarries





# Refine the route

- **SERVICE OFFERING**

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

- **COST**

 <b>CONSTRUCTION ESTIMATE</b>	 <b>OPERATING COSTS</b>
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- **MULTI-CRITERIA ANALYSIS**

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

 <b>TECHNICAL VIABILITY (17%)</b> considers the alignment, impact on public utilities, geotechnical conditions, impacts on existing road and rail networks, flood immunity and hydrology and future proofing	 <b>ENVIRONMENTAL IMPACTS (12.5%)</b> 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	 <b>OPERATIONAL APPROACH (16.5%)</b> considers the impact on travel time, reliability and availability, and network interoperability and connectivity including interfaces with rail terminals and network
 <b>SAFETY ASSESSMENT (16.5%)</b> considers construction safety, operational safety, public safety, road safety interfaces and emergency response	 <b>COMMUNITY &amp; PROPERTY IMPACTS (12.5%)</b> 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	 <b>APPROVALS &amp; STAKEHOLDER ENGAGEMENT (12.5%)</b> 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.
 <b>CONSTRUCTABILITY &amp; SCHEDULE (12.5%)</b> considers construction duration, access, and complexity, resources, interface with operational railway and staging opportunities		

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

*Already underway or coming up*

## 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







# CONSULTATION UPDATE

Helena Orel  
Stakeholder Engagement Manager -NSW



# Consultation history



## **November 2016**

Information sessions: 7 sessions along the alignment, 307+ attendees, 15,000+ letters distributed

Consultation with community and stakeholders on feasible route options ahead of the December 2016 Multi-criteria analysis (MCA)

## **February to April 2017**

Preferred option consultation. 5 teams in field for 6 weeks  
399 landowner meetings held. Multiple stakeholder meetings with councils, state agencies, elected members, utilities, NGOs, local businesses, NSW Farmers Association

## **November 30, 2017**

Minister announces preferred study area

## **December 2017**

4 public meetings with over 600 attendees to understand views on the final study corridor and one on one meetings with landowners, meetings with elected members and councils commence



# Consultation history



## **February – June 2018**

2 teams in field for five months, one on one meetings with private landowners (279) in the preferred study area  
Consultation with councils, elected representatives, NSW Farmers Association, NGS, interest groups

## **July – August 2018**

Industry and job opportunity information sessions for P2N, included Narromine, recruited full time stakeholder engagement team for NSW

## **September - November 2018 (Phase 2 commenced)**

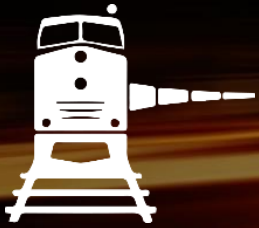
8 community meetings with over 450 attendees for status update  
Business opportunity and benefits at Narrabri 'roundtable' with DPM  
Business opportunity and benefits stakeholder workshop with Gilgandra Shire Council and other N2N councils, and at Coonamble with elected representatives, landowners, business operators, interest groups  
Consultation with councils, elected representatives, NSW Farmers Association

## **October 2018**

Presentation to Regional Development Australia ORANA



## In addition



### **July – November 2018**

Sponsored and participated in 14 agricultural shows from Moree to Albury, including Gunnedah Agquip, Henty Field Days, supported the Central West Zone Junior Rugby League competition and Narromine Local Aboriginal Land Council learn to swim program

### **July to December 2018**

Established CCC groups for the three NSW 'greenfield' projects – NS2B, N2N, I2S

### **December 13, 2018**

Held the 'sod turn' celebration event for the first Inland Rail project to start construction – Parkes to Narromine

### **January 2019**

Participated in the Parkes Elvis Festival

### **January – August 2019**

One on one consultation with landowners in narrowed study area commences (late February)

Continue consultation with LALCs, elected representatives, local councils, interest groups

Establish two more Inland Rail community working hubs – Narromine/Narrabri

Continue participation in local community events and sponsorships, skills workshops, industry and supplier briefings

Social performance and impacts consultation commences



# 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.





# Consultation coming up – site investigations and EIS process (February – May 2019)

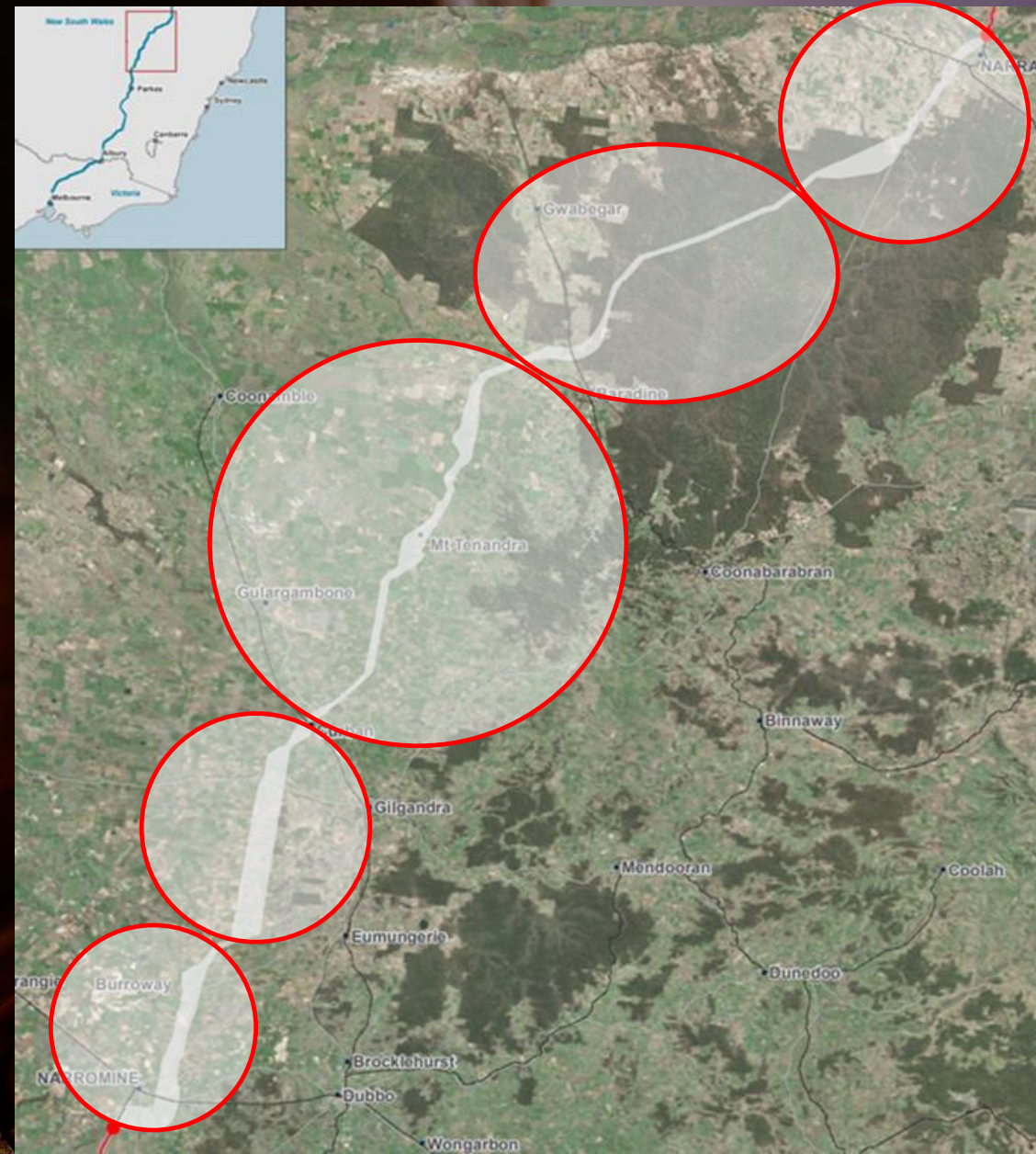
INITIAL NARROWING OF STUDY AREA



FEWER DIRECTLY IMPACTED LANDOWNERS - ABOUT 180



ONGOING DETAILED DISCUSSIONS





An aerial photograph showing a railway line running vertically through the center of the frame. The railway crosses a road bridge. To the right of the bridge, a road curves around a roundabout with a central landscaped island. Further right, there are several buildings and a parking lot. The surrounding area is densely forested with green trees. In the far distance, a city skyline is visible on the horizon under a blue sky with scattered white clouds.

THANK YOU