INLAND RAIL

COMMUNITY CONSULTATIVE COMMITTEE

Albury to Illabo

27 July 2022

ACKNOWLEDGMENT OF COUNTRY

Inland Rail acknowledges the Traditional Custodians of the land on which we work, and pay our respects to Elders past, present and emerging.

AGENDA

+ Project update
+ Level crossing safety
+ Environmental Impact Statement update
+ Community consultation
+ Questions

01

ALBURY TO ILLABO PROJECT UPDATE

Melvyn Maylin
Project Director

PROJECT UPDATE

Environmental Impact Statement

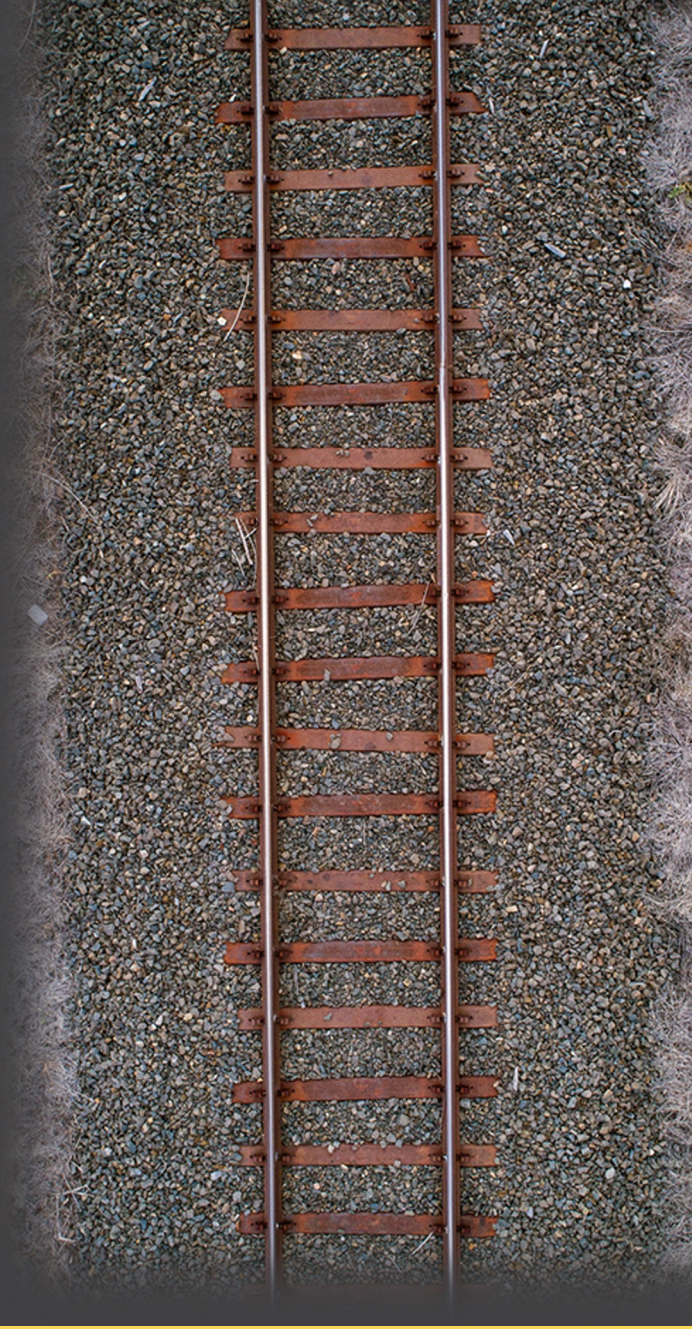
+ Finalising the EIS for public exhibition

Procurement update

+ Request for proposal (RFP) released 30 June 2022
+ Three shortlisted contractors
+ Meet the Shortlisted Contractor events held on 18 – 20 July 2022

Property acquisition update

+ Property Acquisition Strategy awaiting Ministerial approval
+ Consultation and negotiation with landowners ongoing



SCHEDULE

Activity	Date
EIS public exhibition	Q3 CY2022
Appoint D&C Contractor	Q2 CY2023
Detailed Design commencement	Q2 CY2023
Construction	CY2023-26

02

LEVEL CROSSING SAFETY

Gary Templeton
Level Crossing Strategy Manager ARTC

INTERFACE AGREEMENTS

RSNL and ONRSR

- The Rail Safety National Law (RSNL) obligates Rail Transport Operators (RTOs) and Road Managers to enter into Interface Agreements (IA's)

- The purpose of the RSNL is to provide for safe railway operations, and the purpose of the IA is to manage safety risks at our interfaces (i.e. Overbridges (road over rail bridges), Underbridges (rail over road bridges), Tunnels, Private Sidings, Shared Corridors, Stations, Level Crossings, etc.)

- The RSNL states that IA's are required between;
  - two or more RTOs (RIM or RSO)
  - one or more RTOs and one or more Road Managers.

- The RSNL also established the Office of the National Rail Safety Regulator (ONRSR).

- The ONRSR can fine RTO's **and** Road Managers for non-compliance with the RSNL.

  Financial penalties;
  - Individuals - $50K.
  - Body Corporate - $500K.

ROAD / RAIL INTERFACE AGREEMENT

Road / Rail Interface Agreement

ARTC and Albury City Council are required under RSNL to enter into a Road / Rail Interface Agreement (IA).

Road / Rail Interfaces include;

level crossings, pedestrian crossings, road over rail bridges, rail over road bridges, subways/underpasses, footbridges

Progress to date - We have a draft IA in place, and it includes 4 stakeholders. The stakeholders all have interface maintenance responsibilities in the Albury LGA.

- ARTC - We are a Rail Infrastructure Manager (RIM).
- Albury CC - Road Manager
- TfNSW - Bridge Structure Manager (Shared responsibilities with UGL)
- UGL - Bridge Structure Manager (Shared responsibilities with TfNSW)

Albury City Council contact is Steven Millet (SMillett@alburycity.nsw.gov.au).

If you are involved in the review and development of this IA, please assist us in the finalization of this safety critical agreement. Please contact me if required.

gtempleton@artc.com.au

GCP5000 TRIAL

GCP5000 Trial - Background & Overview

The construction of active level crossings can be prohibitively expensive. ARTC recently engaged Sigtech Solutions to undertake a trial with the aim to develop a lower cost active level crossing solution.

Trial split into two stages;

- Stage 1 - Factory based testing, and then if Stage 1 is successful;
- Stage 2 - Field based trial.

The Trial is currently in Stage 1, with completion expected end of 2022.

Project funded by ARTC, financial support provided by TfNSW and VicTrack

Scope

The project involves the design, factory test, construct, install and site test & commission of a pilot self-contained low-cost level crossing in accordance with current ARTC standards.

All systems are built at Sigtech's Beresfield facility and would be Factory Acceptance Tested (FAT) and delivered to site.

The cost-effective level crossing solution being developed for this project is based around Siemens Australia's Grade Crossing Predictor - GCP5000. The GCP5000 is the next generation to the ARTC Type Approved GCP4000 system

Stage 1 – Factory based testing has started, and is well underway…

GCP5000 TRIAL

Solar Powered Location Case interna (Sentinel Power Rack on left, GCP on Right)

GCP5000 Grade Crossing Predictor

A grade crossing predictor type level crossing detects the speed of trains approaching the crossings to provide a constant warning time at the level crossing.

These types of crossings differ from a conventional track circuited level crossing where the crossing is activated when a train approaching the crossing strikes the activation point, meaning that slower trains will result in longer activation of the level crossing.

GCP5000 Grade Crossing Predictor includes;

In-built Monitoring - SEARIIi

The Siemens Internal Event Recorder (SEAR IIi) is in-built and provides continuous real-time status and event recording of the GCP5000 and any interfaced components.

ARTC uses Cerberus monitoring equipment in NSW, which is separate to the Train detection & Control system, which results in increased equipment, design, construction and commissioning costs when compared to what the GCP5000 is developed to do.

Power - Two system types: mains powered, and solar powered systems.

A standardised power system will be incorporated within the self-contained system with capability for either mains powered (240V) or Solar Powered feed into the system.

The power system will provide the necessary secondary power (battery) back up with a minimum of 48 hours back up capability in the event of power outage.

GCP5000 TRIAL

Standard X'ing compared with SOLAR GCP5000 Integrated Crossing system

Item	GCP Integrated Level Crossing Package (Solar variant)	Qty	Standard GCP level crossing used on the network	Qty
1	GCP5000	1	GCP4000	1
2	SEARSII	1	Cerberus	1
3	ILOD	1	Current sensors	5
4	Safetran surge panel	1	Safetran surge panel	1
5	Sentinel Power System (All components)	7	QTD4	1
6	FL03/HC200	8	Q style relays	7
7	Bell	2	Omron flasher	1
8	Modem/router - MRD 555 AU	1	Dummy Resistor	2
9	Antenna - WAU-1000-1000	1	FL03 / HC200	8
10	Surge protection	2	Bell	2
11	Test Switches	1	Modem Maxon	1
12	WCHayes 3593	2	Antenna	1
13	Emergency Switches	5	Surge protection	2
14	Manual Switch	1	Test Switches	1
15	Bell timer	1	WCHayes 3593	2
16	Solar panels	6	Emergency Switches	5
17	-		Manual Switches	1
18	-		VIO	12
19	-		Westinghouse Safe Flash	1
20	-		Bell timer	1
21	-		Non vital relay	3
22	-		Erico surge filter	1
23	-		8-way opto isolator	1
24	-		12V Regulator	1
25	-		Test cut off relay	1
26	-		12VDC ELD	1
27	-		120VAC ELD	1
28	-		Surge filter	1
29	-		TCA Transient filter clamp	1
30	-		Cragg battery charger and BVM	2
31	-		SBLE 275Ah battery	10
		42		79

Benefits

Reduced equipment count is a benefit, and this provides for:

- Lower Capex costs
- Lower Opex costs
- Fewer points of failure

Other benefits

- Scalable - can be used on 1 to 6 track configurations
- Generic layout – COTS products
- Compliant to existing standards
- No increase to maintenance requirements
- No additional training (GCP4000)
- Fully monitored
- Consistent Warning Time
- Provides alternative option, introducing market competition

RUB-DCM - PILOT

Road User Behaviour Data Collection Module - Pilot – Culcairn

The Pilot was undertaken to trial technology developed by Acusensus. The technology was configured to monitor road user behaviour at RLX631 – Odewahns Rd, Culcairn over a fixed period (31 days) to determine level of compliance with the 'Stop' sign control.

Initial findings indicated that approximately half of the road users failed to fully stop at the level crossing.

This technology has also been trialled at other level crossings, including Red Bend, Forbes and Turanville Road, Scone in NSW. TfNSW have also undertaken their own trials with this equipment.

Next Steps;

ARTC have discussed findings with Greater Hume Shire Council traffic committee.

The data may be used to support ALCAM traffic data validation.

TfNSW have indicated the data may also be used to demonstrate an improvement in road user behaviour following works at level crossings

Updates have also been shared with other stakeholder organisations in Victoria.

For further RUB-DCM information contact ARTC's Mark Campbell, Level Crossing Performance Manager MCampbell@ARTC.com.au

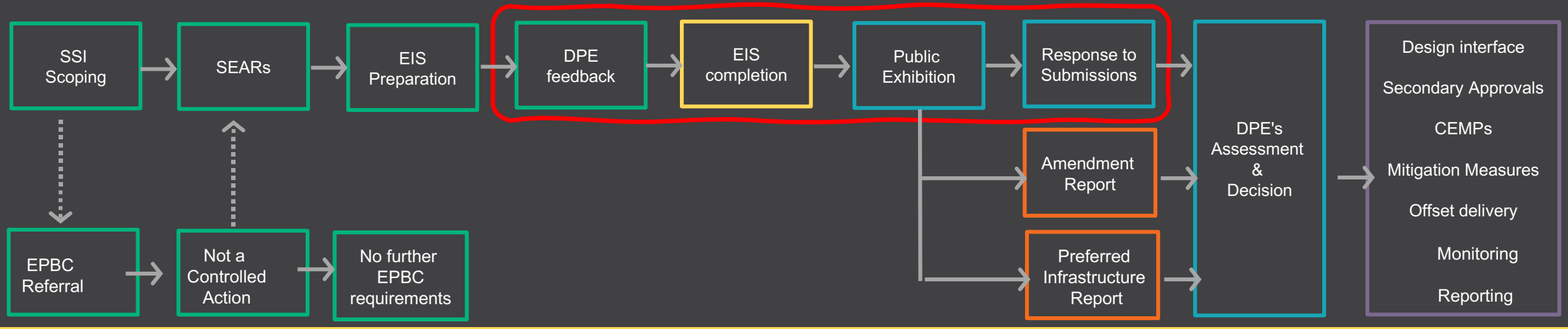
03

ENVIRONMENTAL IMPACT STATEMENT

Wayne Window
Environment Manager – NSW & Victoria

APPROVAL PATHWAY

- A2I is Critical State Significant Infrastructure
- Minister for Planning uses the EIS to assesses and determine the Project
- Focus in 2022 on finalising the EIS
- Post approval tasks critical to successful delivery of the project



DPE AND AGENCY FEEDBACK

Changes to assessment practices and guidelines

+ EIS structure, consultation, social impact
+ Rapid Assessment Framework and Summary of Findings

Key themes

+ Traffic and transport
+ Noise
+ Social and localised economic matters
+ Biodiversity
+ Hydrology and flooding

Figure 40 'Mother's Bridge' footbridge within the Wagga Wagga Railway Station yard.

TRAFFIC AND TRANSPORT

Agency and community feedback

+ Construction phase impacts: detours, duration of work, reduction in accessibility
+ Operational phase change: improving the road and pedestrian networks

Revisions and responses

+ Clarifications made – but much of this is contractor dependant!
+ On-going consultation about TfNSW programs and Council projects

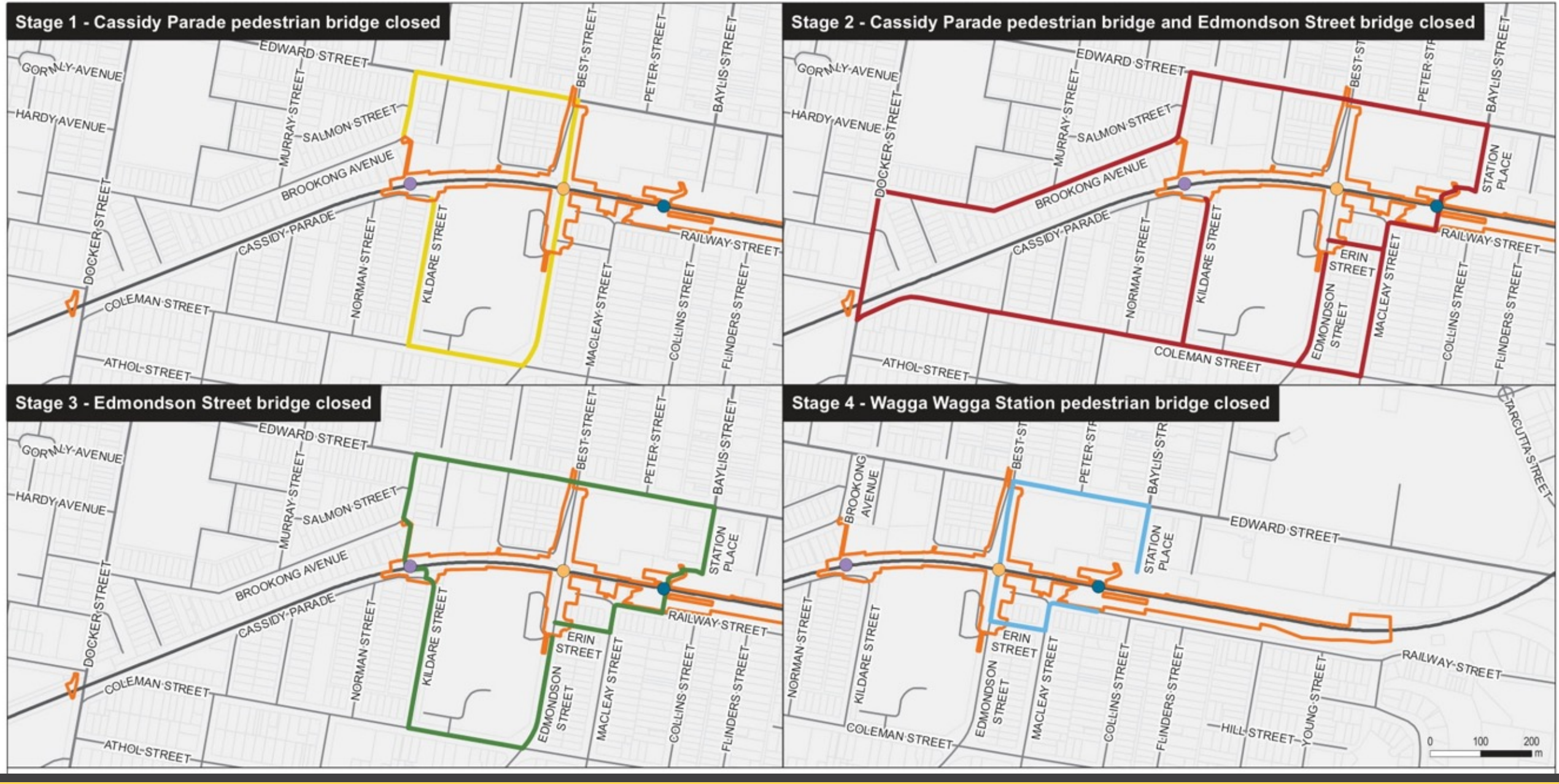
Mitigation and Management Measures

+ Construction phase traffic and transport management plans
+ Detailed design with integrated reviews from TfNSW and Councils
+ Commitments – keep working together for Edmondson St bridge and Kemp Street bridge

Wagga Wagga station pedestrian bridge

Cassidy parade pedestrian bridge

Edmondson Street bridge


Stage 1 - Cassidy Parade pedestrian bridge closed
Stage 2 - Cassidy Parade pedestrian bridge and Edmondson Street bridge closed
Stage 3 - Edmondson Street bridge closed
Stage 4 - Wagga Wagga Station pedestrian bridge closed
EDWARD STREET
GORMLY AVENUE
HARDY AVENUE
MURRAY STREET
SALMON STREET
BROOKONG AVENUE
DOCKER STREET
CASSIDY PARADE
COLEMAN STREET
ATHOL STREET
NORMAN STREET
KILDARE STREET
BEST STREET
PETER STREET
BAYLIS STREET
MACLEAY STREET
COLLINS STREET
FLINDERS STREET
RAILWAY STREET
STATION PLACE
ERIN STREET
EDMONDSON STREET
TARCUTTA STREET
HILL STREET
YOUNG STREET
0
100
200
m

NOISE

Agency and community feedback

+ Construction phase: construction vibration impacts on road and heritage structures
+ Operational phase: vibration from double-stacked freight trains and road noise from taller bridge decks (Edmondson Street and Kemp Street bridges)

Revisions and responses

+ Clarification: potential construction vibration impacts at track lowering sites. Subject to site and activity specific vibration review prior to start of works
+ Clarification: no adverse impacts from road noise from taller bridge decks
+ Clarification: no discernible difference in vibration levels in single and double-stacked freight trains

Mitigation and Management Measures

+ Commitment to consult with asset owner if vibration-intensive work may occur within safe working distances

SOCIAL AND ECONOMIC MATTERS

Social Impact Assessment

Agency and community feedback

- Every impact must have a implementable and measurable mitigation measure
- Limited engagement with vulnerable and marginalised people due to COVID-19

Revisions

- Mitigation measures clarified and strengthened
- Clarified extra engagement carried out in late 2021

Economics

Agency and community feedback

- Microeconomic assessment
- Impacts to land, property and businesses

Revisions

- Additional information on:
  - Land, property and business impacts
  - Link with the social technical paper
  - Relevant engagement carried out

BIODIVERSITY

Biodiversity Assessment Methodology

+ NSW wide consistent approach for all development
+ Links to offset delivery system

Revisions

+ Minor technical matters
+ Augmented mapping and commentary
+ Alignment with revised Departmental guidance

Mitigation and Management Measures

+ Flora and fauna management plans
+ Squirrel glider poles
+ Design review of construction zone to avoid impacts
+ Offsets for residual impacts

HYDROLOGY

Agency and community feedback

+ Further justify outcomes of negligible to minor change
+ Do quantitative modelling at four select enhancement sites

Revisions

+ Further modelling completed at four enhancement sites:
  + Riverina Highway
  + Wagga Wagga sites:
  + Uranqunity
  + Pearson St
  + Wagga Wagga Yard
+ Results indicate QDLs would be met *
+ * Further work in detailed design for Wagga Wagga Yard minor afflux result

Quantitative design limits (QDLs):

+ Criteria for flood impacts
+ Criteria established with DPE

Mitigation and Management Measures

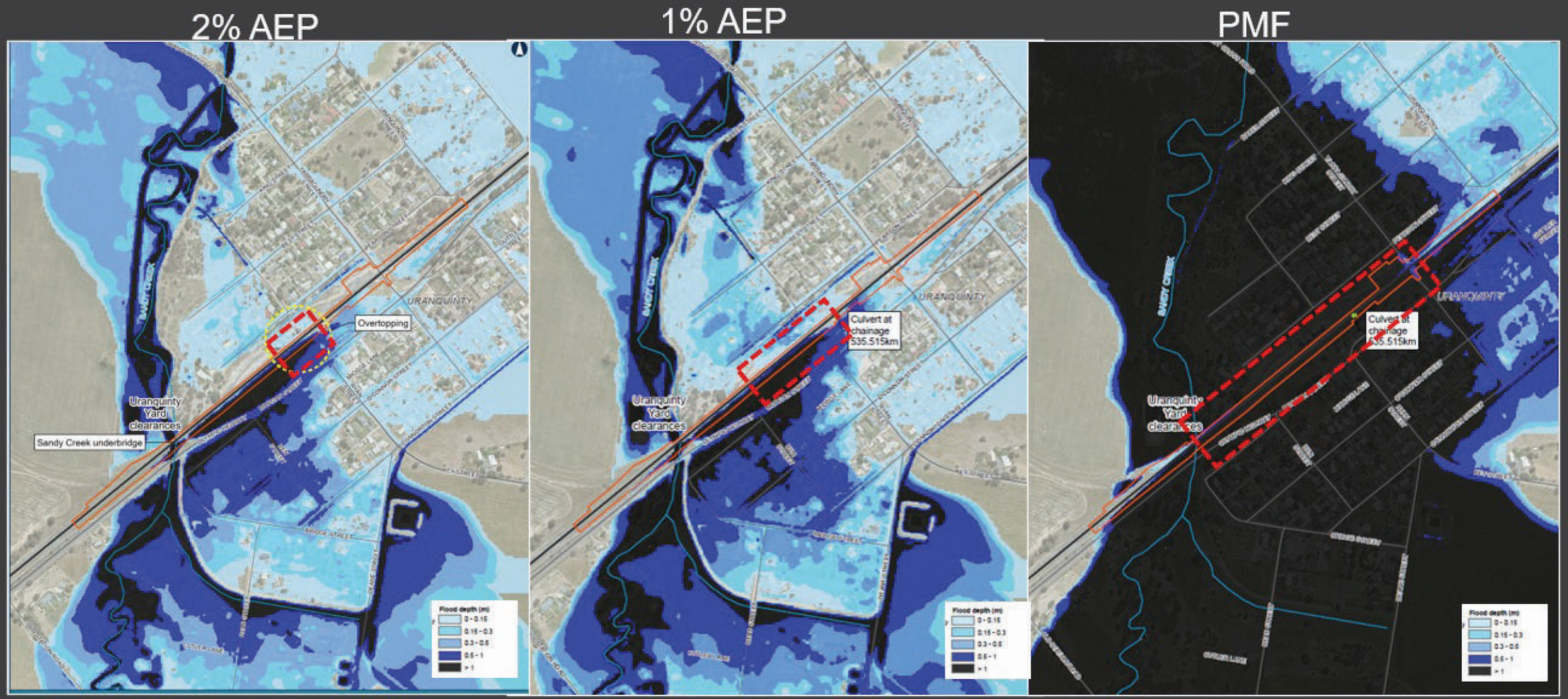
+ Remodel in detailed design with additional drainage information

FLOODING AND DRAINAGE IMPACT ASSESSMENT - URANQUINTY

Uranquinty Yard Clearances

- Proposed enhancement work:
  - Track realignment, rail bridge alteration and level crossing modification
  - Increase in vertical alignment 0 – 50mm
  - Drainage mimics the existing flow paths
- Latest flood model data obtained from Council
- Existing conditions flood model run (1%, 2% AEP and PMF flood events). No change to the council flood data.
- Design conditions flood mode run (1%, 2% AEP and PMF flood events).
- Quantify the relative changes in the vertical alignment where the rail is overtopped.

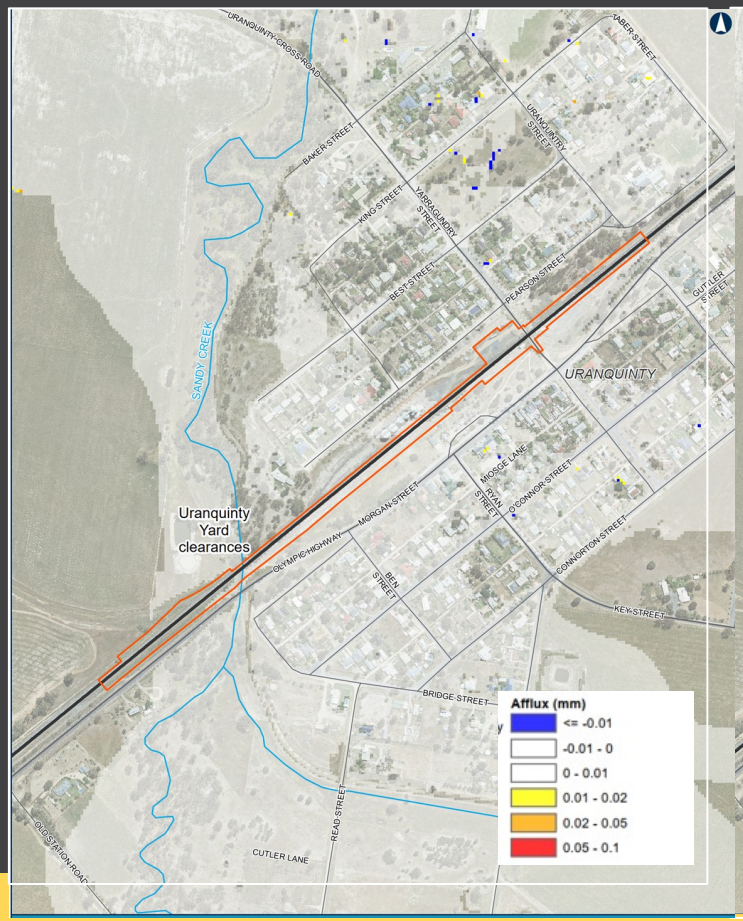
Uranquinty Yard clearances - existing conditions



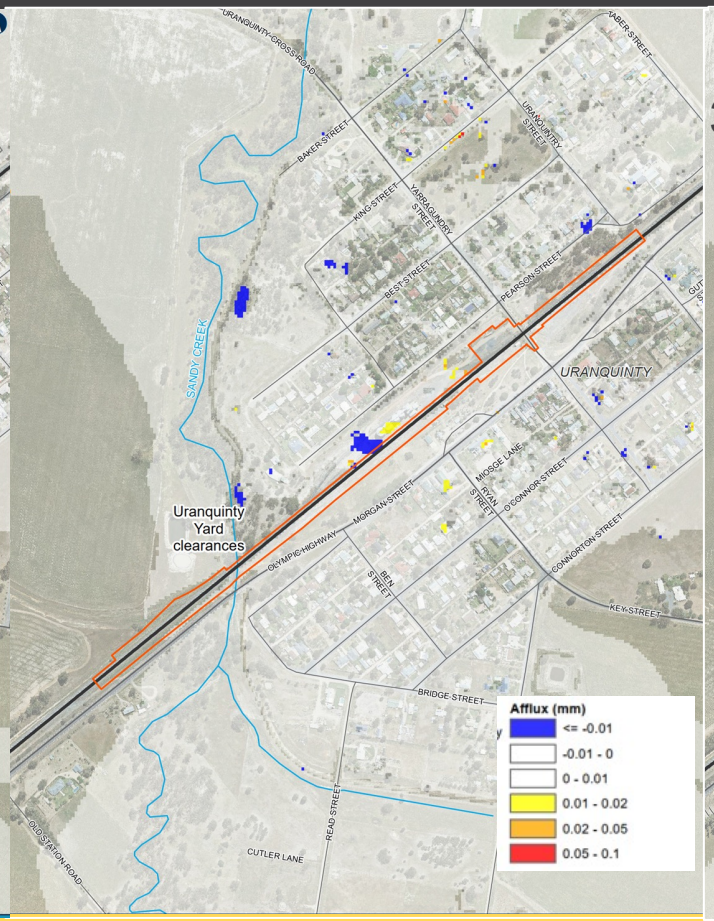
Uranquinty Yard clearances - design conditions / impacts

+ Changes in the vertical alignment are minor
+ No adverse afflux (change in flood level)
+ No change in other flood impact criteria or on emergency management

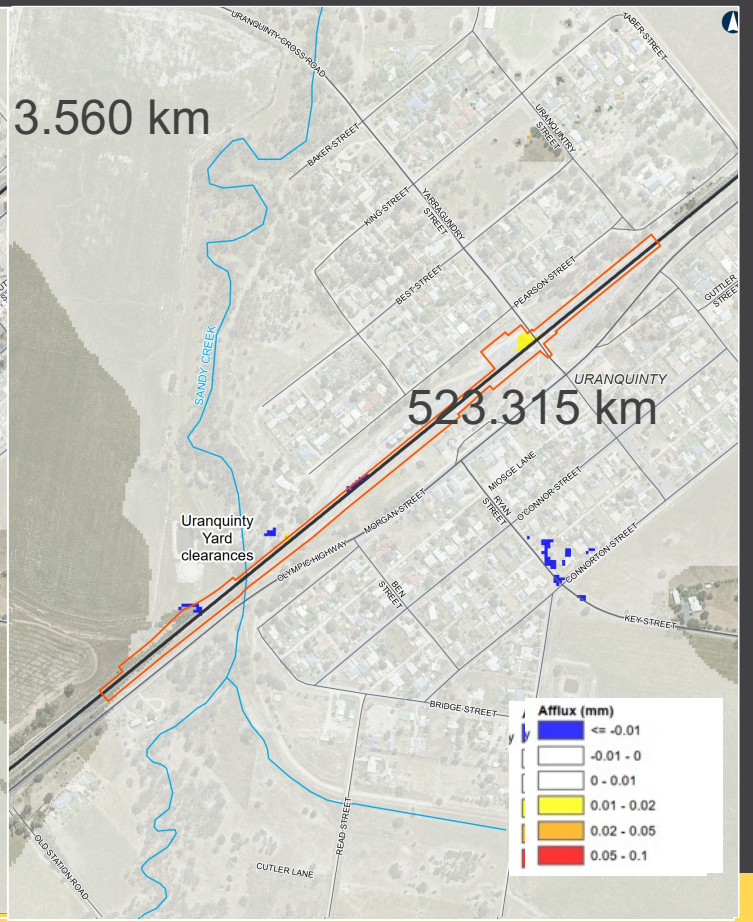
2% AEP



1% AEP



PMF



INDICATIVE PHOTOMONTAGES

Albury station

FIGURE 17-6 VIEWPOINT 4: EXISTING VIEW NORTH EAST FROM RAILWAY PLACE AT ALBURY STATION (LEFT) AND INDICATIVE PHOTOMONTAGE OF PROPOSAL (RIGHT). *NOTE: INDICATIVE LANDSCAPE TREATMENTS, SUBJECT TO DETAIL DESIGN*

Cassidy Parade pedestrian bridge, Wagga Wagga

FIGURE 17-9 VIEWPOINT 14: EXISTING VIEW NORTH WEST FROM CASSIDY PARADE (LEFT) AND INDICATIVE PHOTOMONTAGE OF PROPOSAL (RIGHT). *NOTE: INDICATIVE LANDSCAPE TREATMENTS, SUBJECT TO DETAIL DESIGN*

Edmondson Street bridge, Wagga Wagga

FIGURE 17-10 VIEWPOINT 17A: EXISTING VIEW SOUTH TO EDMONDSON STREET BRIDGE FROM BEST STREET (WITH LITTLE BEST STREET IN VIEW) (LEFT) AND INDICATIVE PHOTOMONTAGE OF PROPOSAL (RIGHT). *NOTE: INDICATIVE LANDSCAPE TREATMENTS, SUBJECT TO DETAILED DESIGN*

Kemp Street bridge, Junee

FIGURE 17-14 VIEWPOINT 23: VIEW NORTHWEST FROM EDGAR STREET (LEFT) AND INDICATIVE PHOTOMONTAGE OF PROPOSAL (RIGHT). *NOTE: INDICATIVE LANDSCAPE TREATMENTS, SUBJECT TO DETAIL DESIGN*

04

COMMUNITY CONSULTATION

Casey Bootsma
Stakeholder Engagement Manager (Acting)

ENGAGEMENT UPDATE

- Noise engagement and investigations with identified schools
- Mailout to surrounding residents
- Advertorial in local newspapers
- NAIDOC week events including Wagga Wagga basketball gala day and Albury Community Markets
- Utility relocation engagement and notifications
- Meet the Shortlisted Contractors industry briefings
- Ongoing MP briefings
- Ongoing Council consultation with Wagga Wagga and Junee Shire

EIS PLANNED ENGAGEMENT

- **USB collection and registration**
  - Digital and hard copies of SOF will be available for collection at each LGA Library
  - Individuals who have registered will receive a USB in the mail
  - Full EIS document can be found on DPE Major Projects website

- **Advertising campaigns for the following:**
  - Information sessions
  - DPE notification

- **Notification letters to Councils and MPs**

- **Notification letters to affected residents**

- **An informative podcast will be produced and made available during EIS Public Exhibition**

- **Community information sessions**

HOW TO MAKE SUBMISSIONS

Online:

+ At DPE's Major Project website: www.planningportal.nsw.gov.au/major-projects/have-your-say
+ Set up an account on DPE's Major Project page
+ Go the Albury to Illabo Project on DPE's Major Project page and click 'Make Submission'

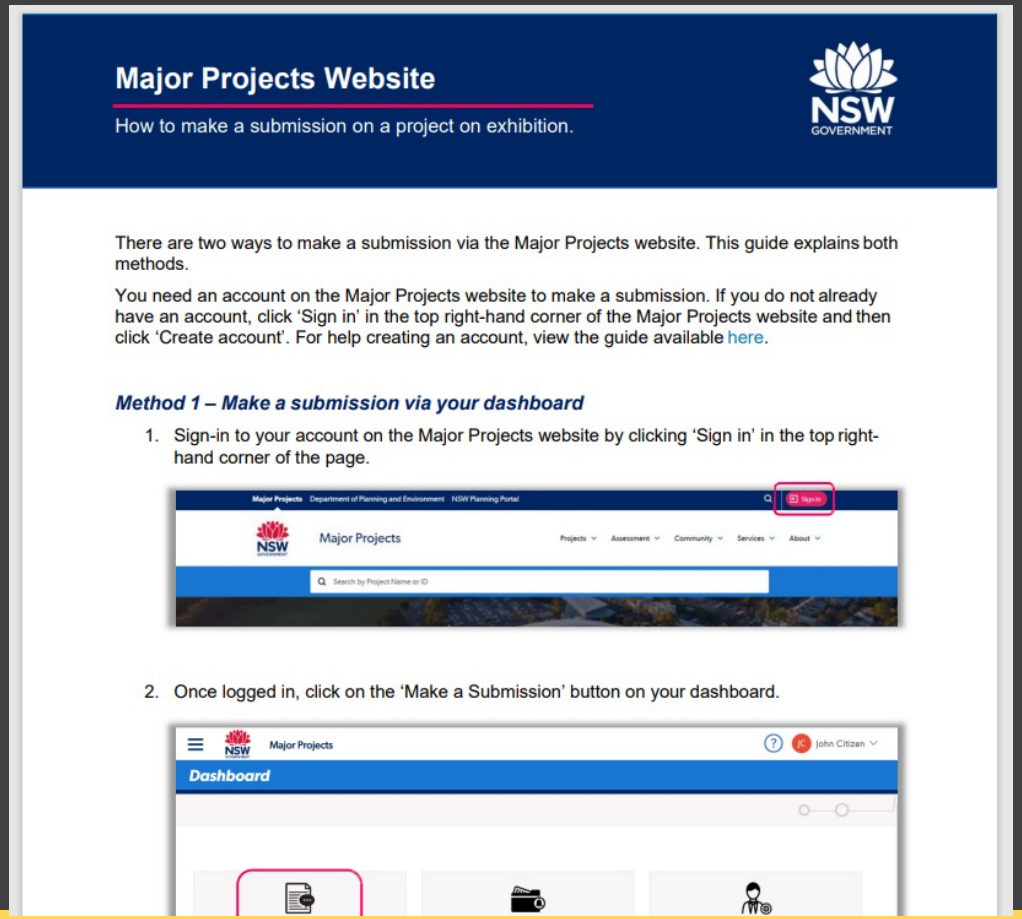
By post:

+ Post a physical copy of your submission to DPE
+ Address the submission to the nominated contact person or team listed on the Project's page:
+ Director, Freight Team
  Planning and Assessment, Department of Planning and Environment
  Locked Bag 5022, Parramatta NSW 2124

Submissions can be made during the public exhibition period only

HOW TO MAKE SUBMISSIONS – MAJOR PROJECTS WEBSITE

+ How to make submissions document



Major Projects Website

How to make a submission on a project on exhibition.

NSW GOVERNMENT

There are two ways to make a submission via the Major Projects website. This guide explains both methods.

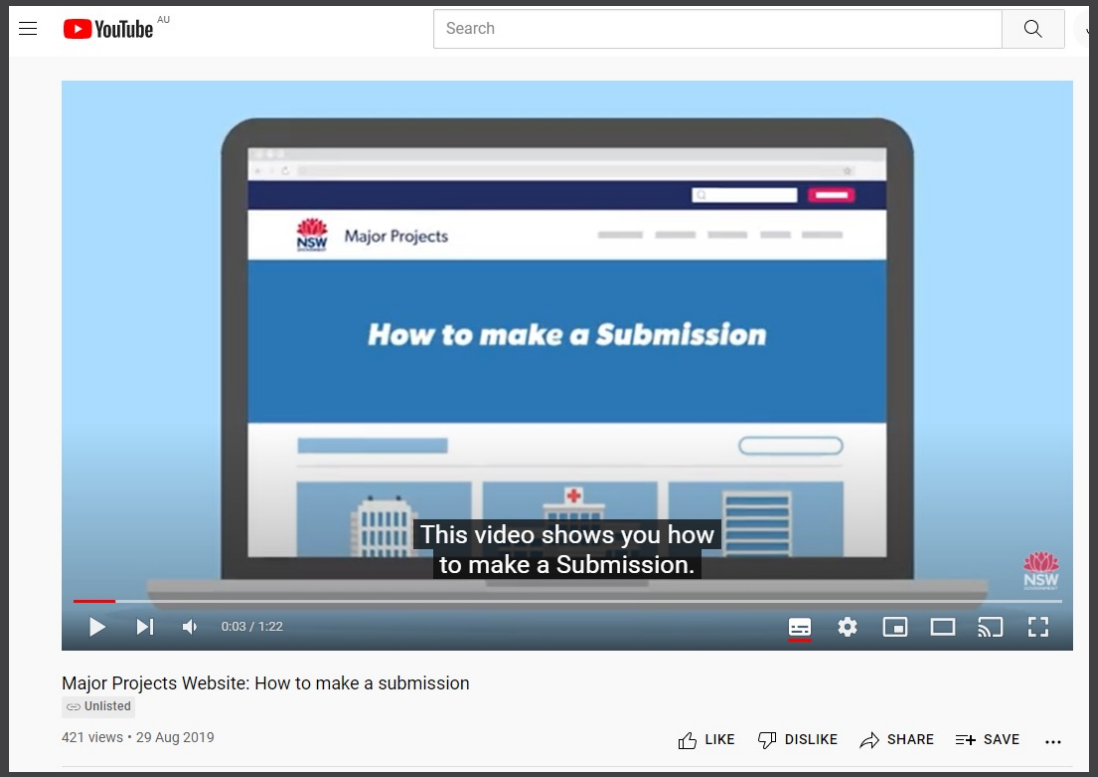
You need an account on the Major Projects website to make a submission. If you do not already have an account, click 'Sign in' in the top right-hand corner of the Major Projects website and then click 'Create account'. For help creating an account, view the guide available here.

Method 1 – Make a submission via your dashboard

1. Sign-in to your account on the Major Projects website by clicking 'Sign in' in the top right-hand corner of the page.

2. Once logged in, click on the 'Make a Submission' button on your dashboard.

+ How to make submissions YouTube video



+ https://www.youtube.com/watch?v=bU2tAO2eQAI

CONSULTATION NEXT STEPS

- EIS engagement
  - Notification letters
  - Information sessions
- Response to EIS submissions
- Property acquisition
  - Ongoing discussions and negotiations
- Utility relocation engagement

SPONSORSHIPS & DONATIONS

Funding between $1000 – $4000 for individuals and organisations in regional areas along the Inland Rail route that contribute to local and regional prosperity, well-being and sustainability.

+ For activities, events or projects that will benefit the local community.
+ 4 rounds per year.
+ Current round is open until 31 July 2022.

Recent Local Recipients

+ Culcarin Sportsground Management Committee - new seating
+ Yerong Creek ANZAC Committee - WW2 Anniversary
+ Ngummbaay Indigenous Corporation - Basketball Gala
+ Wagga Aboriginal Women's Group - Walangbang Mayiny Program

05 QUESTIONS

FOR FURTHER INFORMATION

Website: InlandRail.ARTC.com.au/a2i

Phone: 1800 732 781

Email: InlandRailNSW@artc.com.au

Interactive Map: Maps.InlandRail.com.au/a2i

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THANK YOU