

# North Star to NSW/Qld Border



Aerial view of the Macintyre River near Boggabilla, NSW

## North Star to NSW/Qld Border section takes next step on approvals pathway.

The Environmental Impact Statement (EIS) for the North Star to NSW/Qld Border section of Inland Rail has been approved, marking another step in the approvals pathway for Inland Rail.

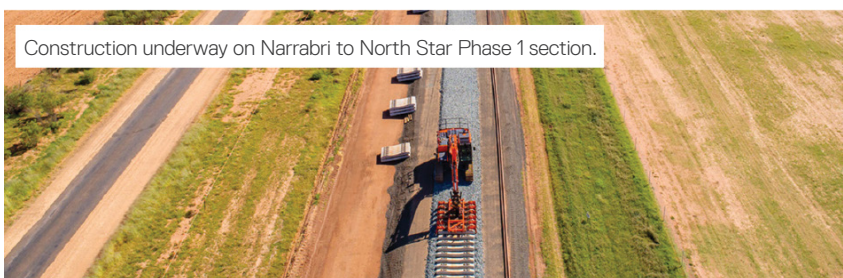
In reaching this milestone, we thank the community for their feedback during the assessment process and we will continue to seek your feedback as we head towards construction.

The Department of Climate Change, Energy, the Environment and Water approved the EIS, which assesses the environmental requirements under the *Environment Protection and Biodiversity Conservation Act, 1999*.

Securing the land required for the North Star to NSW/Qld Border corridor and survey and geotechnical investigations to are current priorities.

Future construction north of Narromine will only proceed once all necessary approvals have been gained, to provide sufficient certainty that the Inland Rail project can be built to an agreed budget and timeframe.

For more information on the North Star to NSW/Qld Border section of Inland Rail, please visit [inlandrail.artc.com.au/ns2b](http://inlandrail.artc.com.au/ns2b)



Construction underway on Narrabri to North Star Phase 1 section.

## Inland Rail program delivery status

In line with the Government's response to the independent review of the Inland Rail program, we are taking a staged approach to deliver Inland Rail.

The sections of Inland Rail between Beveridge in Victoria and Parkes in New South Wales have been prioritised for completion by 2027. Construction on the Narrabri to North Star Phase 1 section is expected to be completed in coming months.

Future decisions by the Australian Government on the delivery of Inland Rail sections north of Narromine will be contingent on gaining the required environmental approvals and securing land for the Inland Rail corridor.

Finally, the Australian Government has announced that the Inland Rail service offering of double-stacked trains will operate between the intermodal terminal at Beveridge in Victoria and a proposed terminal at Ebenezer in Queensland, with a single-stacked, dual gauge connection to be built between Ebenezer and Kagaru in Queensland.

## Inland Rail subsidiary formed with new Board directors

As outlined in the Inland Rail Review, the Australian Government has established Inland Rail Pty Ltd, a new subsidiary of Australian Rail Track Corporation that will build Inland Rail in partnership with regional communities.

Inland Rail Pty Ltd has a new Chair and five board members and will operate with its own governance and delivery arrangements.

Inland Rail Pty Ltd's Board is led by Chair Robert Rust and Deputy Chair Louise Thurgood, with directors Erin Flaherty, James Cain and Vivienne King, selected for their extensive experience in the delivery of major infrastructure projects.



For more information visit [inlandrail.info/3PT0usw](http://inlandrail.info/3PT0usw)

## What's happening in the field?

Now that we have achieved Australian Government approvals, we will continue with investigations, such as identifying utilities locations and ground and hydrology conditions to help refine elements of the design and inform a more detailed assessment of the cost of Inland Rail.



Scan this QR code to learn more.



## Digging into geotechnical investigations

Our preferred construction partners, Laing O'Rourke (Queensland), will continue geotechnical investigations in the project area over coming months to better understand the type and strength of ground conditions along the project corridor.

Activities will range from surveying the land, visually assessing ground conditions, and sampling soil and rock fragments by digging test pits and/or drilling boreholes. The samples collected are sent to a laboratory for detailed analysis.

Test pit excavations involve machinery including an excavator or a backhoe, while boreholes generally require a drill rig and a support truck.

## Protecting our fauna – spotlight on the Five-clawed Worm skink

Ground surveys have found evidence of habitats containing the threatened Five-clawed Worm skink along sections of the alignment.

This skink is a burrowing lizard with a worm-like body that can grow up to 270mm long. It tends to be dark brown with a green-yellow underside and features short limbs with three fingers and two toes.

It inhabits Grassy white box woodlands, River red gum, Coolibah, and Bimble box woodland on moist, deep cracking clay soils and surfaces under fallen timber and leaf litter.

Landowners adjoining the Inland Rail alignment in the region are encouraged to make every effort not to disturb these habitats when improving their properties.

The NSW Government recently approved the North Star to NSW/Qld Border project's Five-clawed Worm skink Management Plan, as part of the project's state environmental approval.



For more information visit [Inlandrail.info/NS2Bplanningapproval](http://Inlandrail.info/NS2Bplanningapproval)



Scan this QR code to download the information pack.

## Working with the NSW Farmers Association

The NSW Farmers' Association (NSWFA) and Inland Rail have worked together to develop an information pack that acknowledges and addresses issues of concern to landowners.

In 2021, Inland Rail and the NSWFA made a commitment to improve how interactions between the two organisations occur. Since then, we've been engaging in open and productive discussions, with all issues on the table.

We've jointly developed an information pack to explain how Inland Rail is addressing issues of concern to landowners including the property acquisition process, fencing standards and Inland Rail's complaint management process.

It demonstrates our shared commitment to listening and understanding each party's perspective and reaching mutually beneficial solutions which will enable the safe and efficient delivery of Inland Rail for the benefit of regional Australia.



## Have questions about the project?

We'll continue holding community information sessions and be present at other public forums, because local feedback is helping us refine the Inland Rail design and informing how we plan for the staged delivery of the project.

## Want to know more?

We are committed to working with property owners, 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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Inland Rail is a subsidiary of Australian Rail Track Corporation.