

Narrabri to North Star Phase 1 Understanding Operations



Inland Rail is a fast freight backbone from Melbourne to Brisbane that is transforming how goods are moved around Australia, better linking businesses, manufacturers and producers to national and global markets, and generating new opportunities for our industries and regional communities.

The Narrabri to North Star (N2NS) Phase 1 project is the second section of Inland Rail to finish construction, which commenced in early 2021 and included upgrade of 171km of existing rail corridor.

Social and economic benefits flowed during construction with increased local spending and many education, training and employment opportunities realised. Over 678 local residents worked on the project including 185 local First Nations people. More than \$243.7m was spent with 137 local businesses and suppliers. With the line now upgraded and operational, it is an exciting time to see local and national businesses take advantage of an improved and safer connection between Narrabri and North Star.



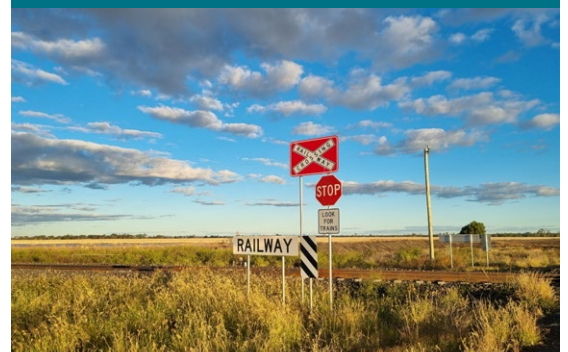
Level crossing safety

A total of 57 level crossings across the Narrabri to North Star Phase 1 project have been upgraded to comply with current safety standards, including 10 public crossings that were upgraded from passive to active with bells, lights and boom gates. All passive level crossings have been upgraded to improve approaches, sight lines and safety. When approaching a level crossing, obey all signage, signals and boom gates. If you see a train coming, STOP.

As each section of Inland Rail is completed, train volumes and speeds will increase. Be vigilant and take extra care near the rail line.

Rail corridor safety / illegal access

With the rail line now operational between Narrabri and North Star, all access to the rail corridor without Australian Rail Track Corporation (ARTC) permission is considered trespassing and a significant safety risk to trains and people. Farm machinery can only be transported via public roads. Any unauthorised access is unlawful, and access can only be permitted by ARTC.



Fencing maintenance

Fencing of the rail corridor is included in the scope of the Inland Rail project. The quality of fencing is important for security of stock and equipment and varies with different land uses. ARTC is committed to ensuring the safety of our railway. Where corridor fencing has been agreed with landowners on the Inland Rail project, ARTC commit to carrying out reasonable maintenance, including rectification as a result of natural disaster.

If landowners damage shared rail corridor fencing, they are responsible for any repairs. Where the maintenance activity falls outside of the examples above, ARTC will apply the *Dividing Fences Act (1991)*.

ARTC has no requirement for adjoining landowners to hold insurance, but encourages interested parties to seek their own advice on insurance as appropriate.

For any fencing repair concerns once Inland Rail is operational, please call ARTC Enviroline on 1300 550 402.

Stock movement / crossings

The crossing of stock or stray stock on the rail line is a safety concern. If you see stray stock within the rail corridor or need to move your stock across the line, please contact ARTC to coordinate. Before moving heavy machinery through a passive or private level crossing, landowners must coordinate a suitable crossing time with ARTC to ensure safe access across the line.

To arrange the retrieval of stray stock, or organise a stock crossing, please contact ARTC Enviroline on 1300 550 402.

Ongoing monitoring

As part of the N2NS Phase 1 Conditions of Approval, ARTC is required to monitor a number of operating aspects such as noise and vibration, level crossings and water movement.

Some of these aspects, like level crossing performance, will be monitored once the line is commissioned. Others, like operational noise and vibration, will be subject to environmental monitoring once the whole Inland Rail project has been delivered and dedicated trains are running on the line. This will validate whether impacts from train operations are consistent with modeling data captured during the project's detailed design phase.

Flood monitoring will start once construction is complete and include a combination of observed levels, assessment of rainfall data and flood data where available. The monitoring methodology will be formed in consultation with the NSW Department of Planning and Environment and occur for the first 15 years of operations. Consultation with landowners will also be conducted as required.

Enquiries regarding water movement in and around the rail corridor as well as ongoing monitoring can be directed to ARTC Enviroline on **1300 550 402** or email enviroline@artc.com.au.

Who to contact

Fencing, stock & rail corridor

For all queries in relation to the operational rail corridor, fencing and alignment, contact ARTC Enviroline on **1300 550 402**, or email enviroline@artc.com.au.

All other enquiries

Even though major construction on the N2NS Phase 1 section of Inland Rail is now complete and the rail line operational, the Inland Rail stakeholder engagement team will continue to assist with general project enquiries. Contact Inland Rail on **1300 732 761**, or email inlandrailnsw@artc.com.au.

 Inland Rail, 94 Balo Street, Moree, NSW 2400

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