



PROJECT OVERVIEW

Illabo to Stockinbingal



The Illabo to Stockinbingal (I2S) project involves the construction of 37km of new rail corridor and 2km of upgraded track just east of Illabo and at Stockinbingal, NSW.

This new section of rail corridor will provide a direct route from Illabo to Stockinbingal through to the existing Forbes line. This will bypass Cootamundra and the steep and windy Bethungra Range with its Bethungra Spiral.

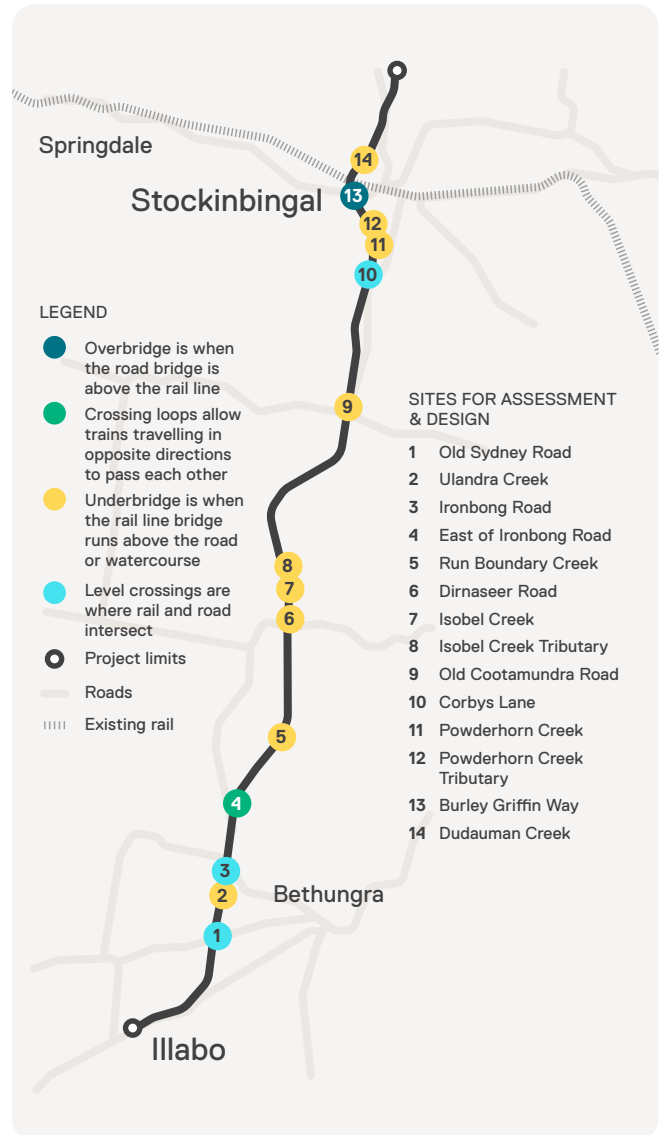
What's happened

Environmental Impact Statement (EIS) Response to Submissions Report: Inland Rail submitted a Response to Submissions (RtS) report to the NSW Department of Planning, Housing and Infrastructure (DPHI) in November 2023. The RtS provides an analysis of and response to the issues raised during the EIS public exhibition that occurred in September and October 2022.

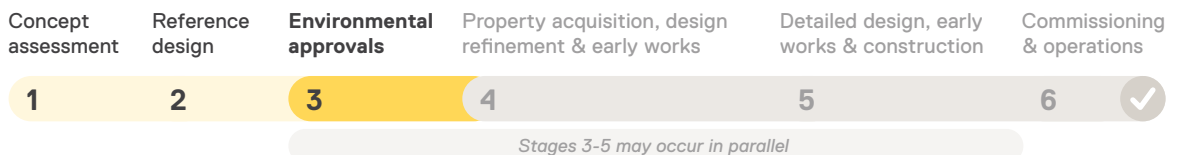
All landowners have engaged in the property acquisition process and all valuation inspections have been completed. Property acquisition negotiations have continued, and some acquisitions have been completed.

What's next?

Project approval: DPHI is finalising its assessment of the project, including consideration of the EIS and RtS. DPHI will make a recommendation for the Minister to approve or refuse the proposed project and any necessary conditions that should be imposed. Following NSW approval, the Commonwealth Minister for Environment will give final consideration to and approval of the project.



Project stages



For more information about the project's EIS and next steps, visit the DPHI website.

Design and construct contract award: A Request for Proposal from shortlisted construction contractors was released in early 2023 and a construction contract is expected to be awarded in 2024.

I2S fast facts

Noise

Construction work is likely to generate substantial noise due to the works required and the machinery involved. A Construction Noise and Vibration Management Plan will be prepared by the construction contractor to guide the delivery of construction works and mitigate, where possible, impacts on communities.

Operational rail noise and vibration is assessed in accordance with relevant state guidelines and the Secretary's Environmental Assessment Requirements. These guidelines provide the levels at which noise and vibration are deemed reasonable and feasible with mitigation.

Hydrology

Construction of the railway will require the installation of new drainage infrastructure through the corridor. The design of the railway its drainage has strict criteria around changes to flood behaviours and the discharge of water. Inland Rail will consult with each neighbouring landowner on

the design and performance of the drainage infrastructure to prepare and implement site specific outcomes.

Train numbers

Following the completion of this section of the Inland Rail route, train numbers are expected to start low and gradually increase once the full Inland Rail project is operating. A daily peak of 11 trains per day on this section is forecast for 2040.

Train lengths

The length of trains that will use Inland Rail will depend on market requirements. Since 2010, the Inland Rail project scope has been to determine the best possible route enabling 1,800m-long, double-stacked freight trains to travel between Melbourne and Brisbane. Operators are expected to also run trains that are shorter, some with only single-stacked containers.

Level crossings

Burley Griffin Way will undergo a major realignment and a new road over rail bridge will be built. This will enable the closure of one of the existing rail level crossings in Stockinbingal, improving safety. In addition, Ironbong Road will undergo a minor realignment around the proposed level crossing to improve safety.

Level crossings will be designed to ensure they comply with the relevant Australian and ARTC standards and ARTC will continue to liaise with the relevant road authorities and private landowners as design progresses.

I2S snapshot



39km of new single track standard gauge railway



2 rail over bridges



8 private level crossings



8 bridges across waterways



1 road over rail bridge at Burley Griffin Way



10 stock underpasses



3km approximately of upgraded track



1 crossing loop and associated maintenance siding



5 public level crossings



About Inland Rail

Inland Rail is a 1,600km fast freight rail line between Brisbane and Melbourne that is connecting businesses, manufacturers and producers to national and global markets and generating opportunities for industries and regions during construction and beyond.

Delivering Inland Rail will help shift more goods onto rail and take tens of thousands of large trucks off our roads. This means faster, more reliable freight; safer, less congested roads; and fewer emissions.

Find out more



We remain committed to working with the community to ensure the best outcome for the region and encourage you to get in touch with us, with questions big or small. Call on **1800 732 761**.



For more information, to view the interactive project map, or subscribe to our newsletter, visit inlandrail.com.au/i2s.

