PROJECT OVERVIEW

INLAND RAIL

Illabo to Stockinbingal

The Illabo to Stockinbingal (I2S) project involves the construction of 39km of new rail corridor 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 winding Bethungra Range with its Bethungra Spiral.

What's happened

Environmental Impact Statement (EIS): In October 2024, the Australian Government approved the Illabo to Stockinbingal Inland Rail section, following NSW Government approval in September. The Assessment Report and Conditions are available at inlandrail.info/i2sepbc.

Construction works: In January 2025, low-impact works commenced along the project corridor. These included further site investigations and field surveys to progress the Illabo to Stockinbingal detailed designs, as well as fencing, vegetation clearing and establishment of site compounds.

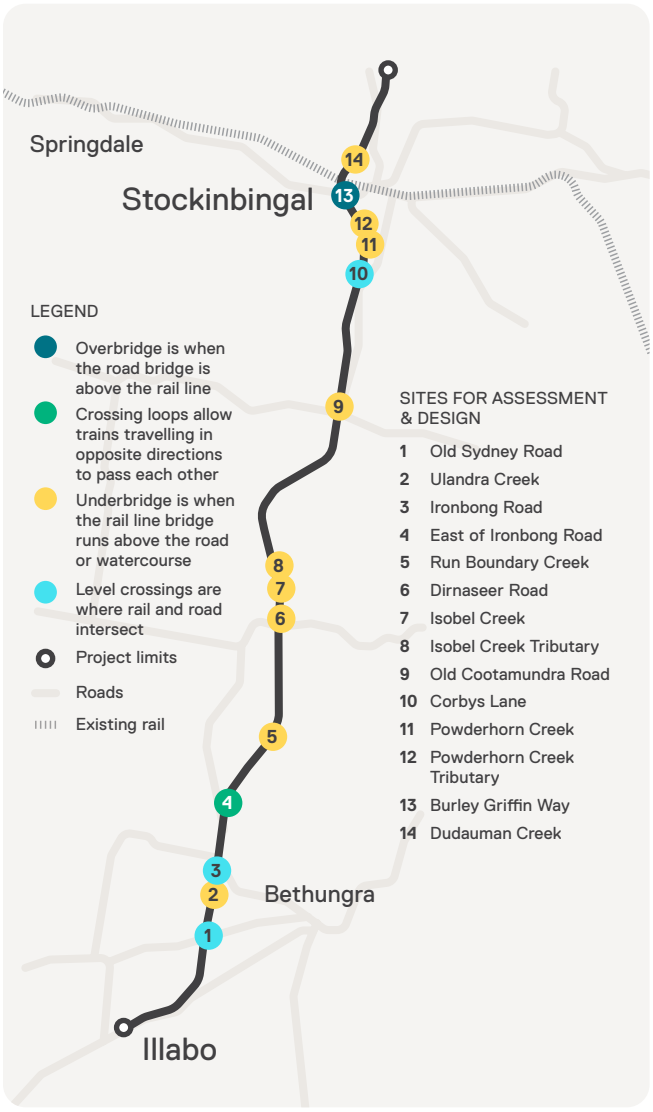
Temporary workers' accommodation: A facility has been established on Grogan Road, Stockinbingal. The 350-person village will operate from 2025 to 2027 to support construction of the Illabo to Stockinbingal section.

What's next?

With all primary regulatory approvals in place, Inland Rail continues to work closely with our construction partner John Holland in preparing and finalising all environmental and social management plans, permits and licenses required before major construction can commence.

We'll also be consulting with NSW and Australian Government agencies and key stakeholders such as councils, landowners and emergency services during this period.

Major construction is scheduled to begin in early 2026.



Project stages

Concept assessment	Reference design	Environmental approvals	Property acquisition, design refinement & early works	**Detailed design, early works & construction**	Commissioning & operations
1	2	3	4	5	6 ✓

Stages 3-5 may occur in parallel

Main image: Aerial view of Bethungra Rail tunnel, NSW

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.

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
- **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.

Did you know?

- 74% of freight between Melbourne and Brisbane is moved by road
- Moving freight by rail is four times more fuel-efficient than by road
- One 1,800m Inland Rail train will take 110 B-double trucks off regional roads

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**.

CURRENT AS AT FEBRUARY 2026