

Albury to Illabo Wagga Wagga package



185km – Track enhancement

What we are doing

The Albury to Illabo project is about 185km of existing rail corridor from the VIC/NSW border to Illabo in regional NSW.

The rail line in this section is already at the standard required to meet future operational demands, but we need to make enhancements or modifications to structures such as footbridges and road bridges, signal structures, aerial cables and level crossings to create the height and width (horizontal and vertical clearances) required for double-stacked freight trains.

In addition, there will be locations where existing tracks will be:

- moved sideways (track slews) to provide clearances between tracks
- lowered to provide clearance under some road bridges.

What is happening

In February 2022, ARTC Inland Rail submitted the Environmental Impact Statement (EIS) to the NSW Department of Planning and Environment (DPE) to review before formal submission.

This provides assurance that all key matters have been addressed and the documents provide enough clarity and rigour for the community, and other stakeholders, to understand the possible effects of the proposal.

DPE has sought more detailed investigation on hydrology and traffic flows during the construction period be brought forward and included in the EIS, to provide interested stakeholders increased certainty about potential effects of the reference design.

Once this work is completed, the EIS will be on public exhibition for at least 28 days in mid-2022.

At this time the community can have their say and provide feedback directly to DPE, which will make a final recommendation for the Minister to approve or refuse the proposed project.



The relocation of utilities will be taking place from mid to late 2022 at a number of the enhancement sites along the Albury to Illabo alignment. The project's Critical State Significant Infrastructure status allows for this type of pre-construction activity to progress with approval. However, this does not change the approvals pathway of an EIS.



The types of works include relocation of: gas and electricity services, sewer and water mains, and telecommunication infrastructure. This enables the proposed Inland Rail works to proceed once approved. Stakeholders potentially affected by these works will be notified and kept informed throughout.



Edmonston Street bridge – proposed reference design

Wagga Wagga enhancement sites

Pearson Street bridge: We are lowering about 400m of the main line to a maximum depth of 1.5m under the bridge to allow for double-stacked freight trains.

Cassidy footbridge: We will replace the bridge for vertical clearance and the finalised design is disability access compliant. We are working with Wagga Wagga City Council to incorporate the city's planned active travel path.

Edmondson Street bridge: We will replace the bridge to allow for double-stacked freight trains. It will be 2.8m higher and have fenced footpaths on both sides to provide safe pedestrian access for local schools and the community.

Mother's Bridge: We will replace the footbridge, to achieve vertical clearance. It will have ramps to be disability access compliant with respect to the heritage significance of the station precinct.

Wagga Wagga works fast facts

Noise: Construction in the Wagga Wagga precinct is predicted to generate substantial noise due to the works required and the machinery involved. A Construction Noise and Vibration Management Plan will 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. **Train numbers and speed:** In the first year of Inland Rail's operation on the Albury to Illabo section near Wagga Wagga, an additional two trains a day are expected, increasing from 12 to 14. A daily peak of 20 trains a day are forecast by 2040.

The track will enable the use of double-stacked, 1,800m-long trains with a 21-tonne axle load at a maximum speed of 115km/h.

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.

Any future upgrades to accommodate 3,600m-long trains would be subject to environmental assessment and approvals.

Impacts on truck numbers and freight movement:

Inland Rail will reduce the burden on large B-double trucks to do the heavy lifting of transporting goods around the country. Truck volumes will be reduced in more than 20 of our regional towns and congestion will ease on some of Australia's busiest highways.

Each train could carry the equivalent freight volume of 110 B-double trucks, which means safer, less congested roads and fewer carbon emissions.

Level crossings: For enhancement projects on existing operating rail corridor like Albury to Illabo, ARTC does not assess existing level crossings for modifications where there is already sufficient height and width clearance for double-stacked trains.

However, the Yarragundry Street level crossing at the Uranquinty Yard clearances enhancement site will be modified to accommodate the necessary track realignments, also known as track slews.

The Dampier Street level crossing at the Bomen Yard clearances enhancement site is being modified to become solely part of the rail corridor. The existing crossing closed prior to Inland Rail planning.

Once Inland Rail is operational, wait times at activated level crossings with boom gates and flashing lights are not expected to change from current wait times as train speeds and lengths vary under current operating arrangements.

Road closures and construction: Both Edmondson Street and Erin Street will be closed during the Edmondson Street bridge work and consultation is continuing to determine the necessary detour for up to nine months. To accommodate the replacement of Edmondson Street bridge there will be permanent, minor modifications to the adjoining road such as changes to road gradients and turning angles.

Want to know more?

ARTC is 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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