



**NSW APIARISTS' ASSOCIATION
ANNUAL CONFERENCE 2021**

MAY 2021

CUSTOMER REQUIREMENTS

INLAND
RAIL

CONNECTED

FAST + SAFE

Straight and flat



EXPRESS CAPABILITY
<22 HOURS

RELIABLE

Market demand



RELIABILITY MATCHING
THAT OF TRUCKS

COST EFFECTIVE

35%

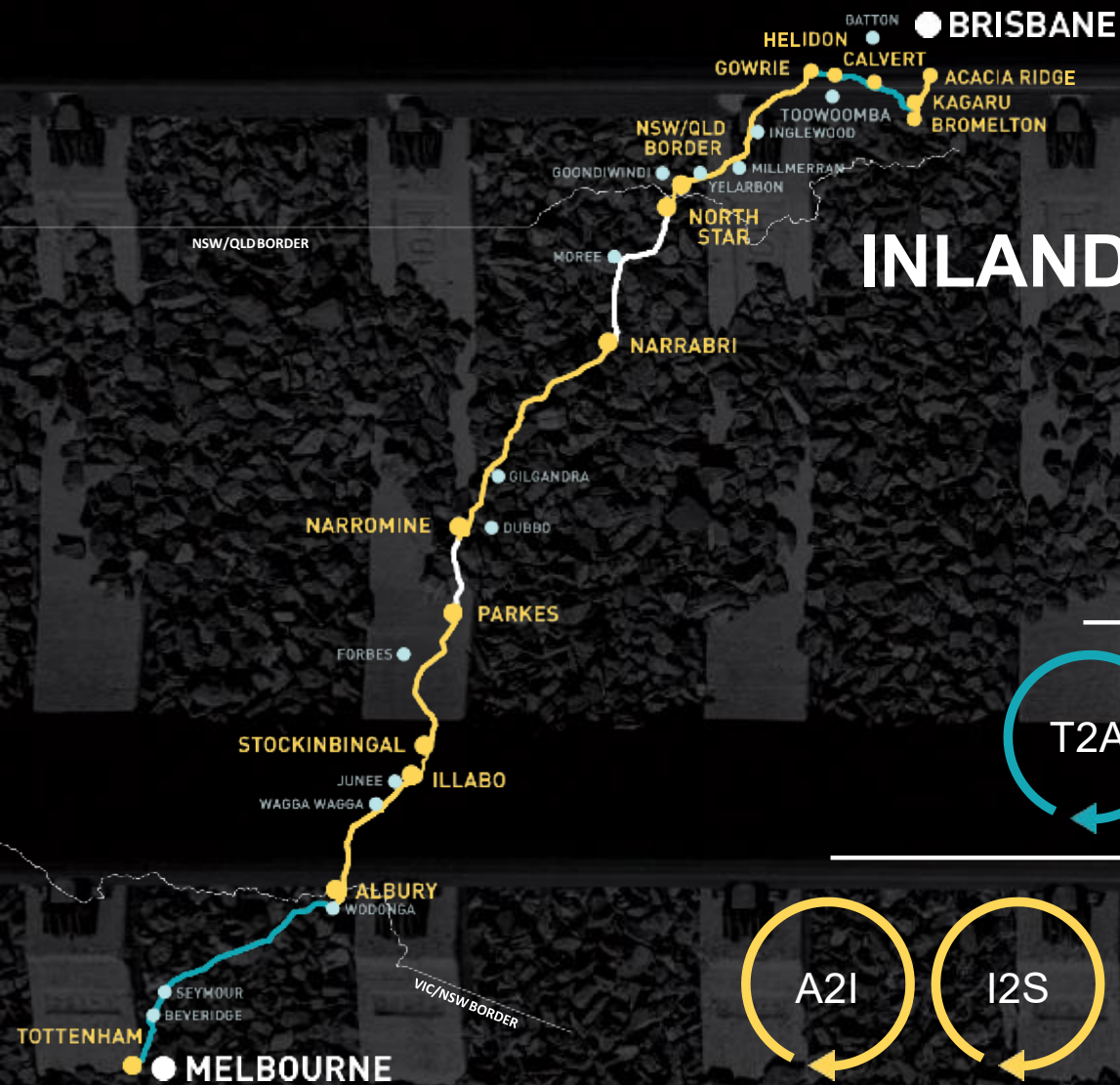
FROM YEAR ONE

43%

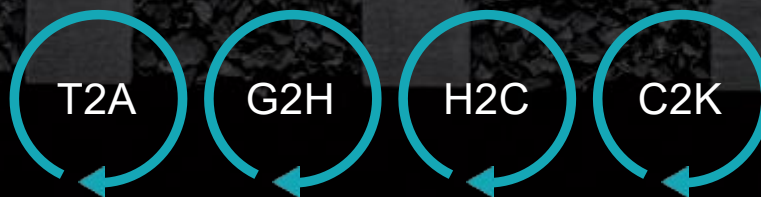
FROM 2049/50



INLAND RAIL PROGRAM STATUS



PROJECTS IN
DELIVERY



PROJECTS IN
PROCUREMENT



PROJECTS
YET TO BE
PROCURED

INLAND RAIL

Community Benefits

PARKES TO NARROMINE SNAPSHOT 2020

At commissioning
September 2020

Construction
December 2018 – August 2020

1862

PEOPLE

have worked on
the project since
December 2018



302

of whom are
Indigenous

762 local
residents

have worked on the project

197

of whom
are local and
Indigenous

938

EMPLOYED FOR
26 WEEKS OR OVER
FOR A MINIMUM OF
15 HOURS A WEEK

SUSTAINABLE JOBS

303

TRADESPEOPLE

EMPLOYED



72

WOMEN

EMPLOYED



99

local businesses
have supplied to
the project

9

Indigenous
businesses

\$109.7M

total spend with
local businesses

\$14.1M

total spend
with Indigenous
businesses

NARROMINE TO NARRABRI PROJECT OVERVIEW



306km new single track within greenfield rail corridor



new rail connections and possible future connections with existing Australian Rail Track Corporation (ARTC) and Country Regional Network (CRN) rail lines



7 crossing loops so trains can pass each other



58 new bridges and 15 new viaducts over rivers, floodplains, roads and rail lines (total length: around 16km)



initially to accommodate 1,800m long double-stacked freight trains



51 new public level crossings to maintain access to public roads that cross the rail corridor



ancillary works including road re-alignments, utility relocations, signalling and communications, drainage, signage and fencing



Narromine to Narrabri project links to the Parkes to Narromine and Narrabri to North Star projects



UNDERSTANDING OUR REQUIREMENTS

- Secretary's Environmental Assessment Requirements (SEARs) issued in November 2018.
- SEARs prepared in consultation with state government agencies, including councils.

SEARs Desired Performance Outcomes	
Environmental Impact Assessment Process	Soils
Environmental Impact Statement	Air Quality
Assessment of Key Issues	Heritage
Consultation	Noise and Vibration
Socio-economic, Land Use and Property	Rehabilitation
Biodiversity	Visual Amenity
Sensitive and Protected Lands	Waste
Transport and Traffic	Climate Change Risk
Water – Flooding, resources, & quality	Sustainability

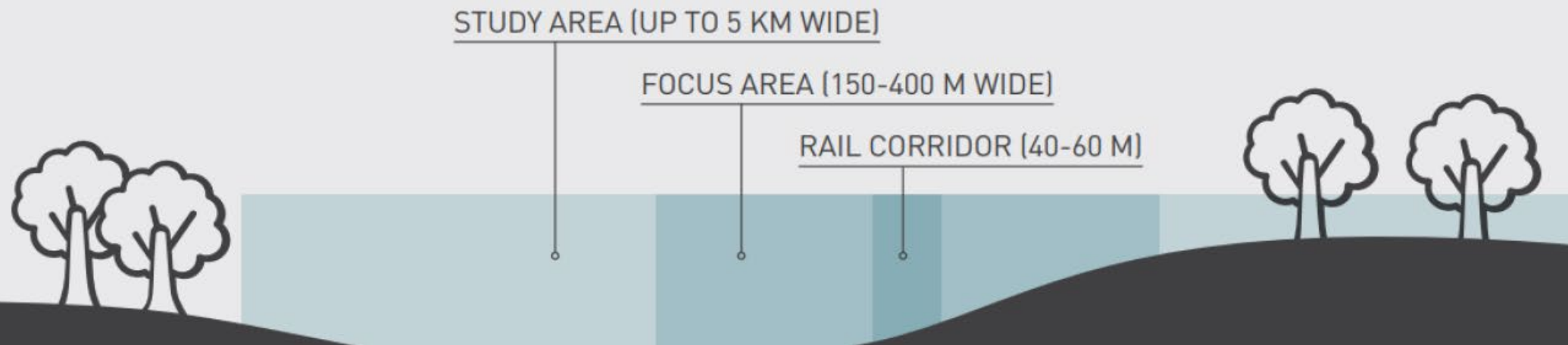


COMMUNITY ENGAGEMENT

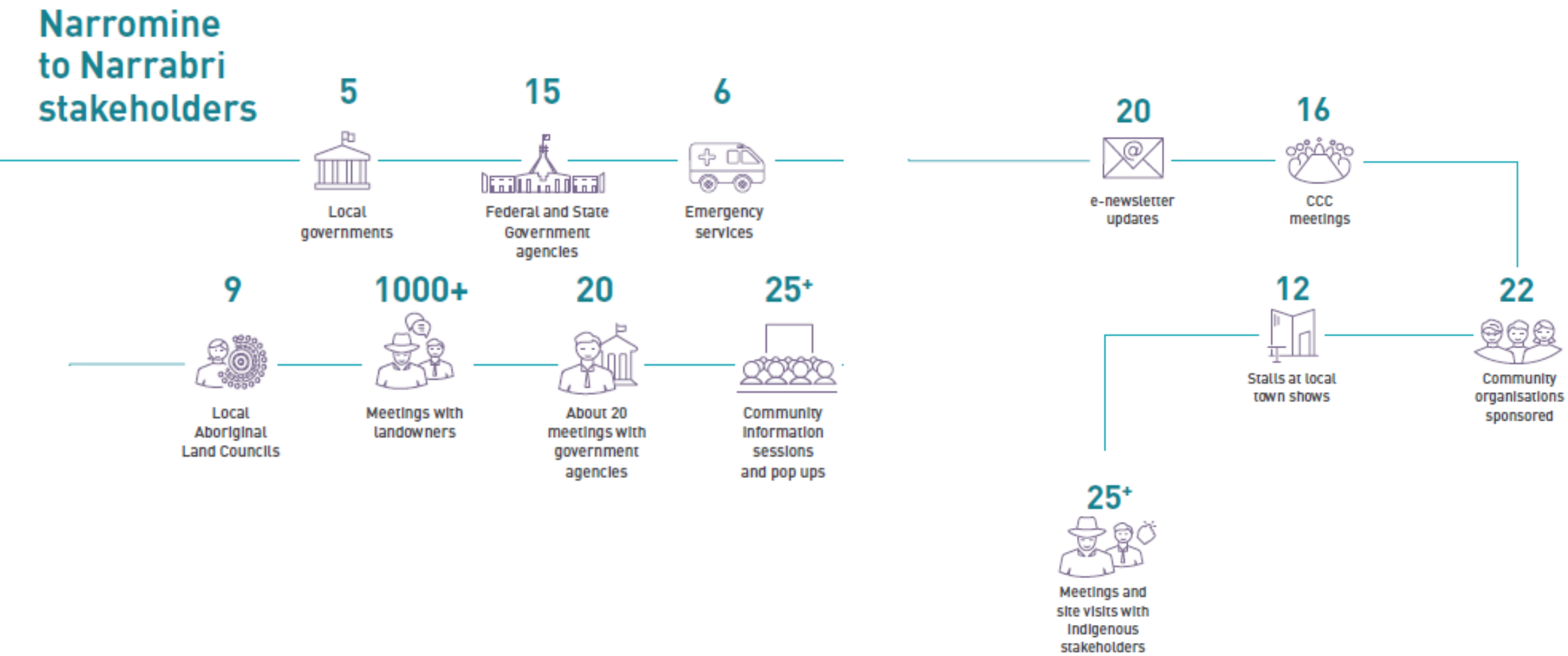
- Our engagement complemented site & field investigations and ongoing design work:
 - Geotechnical investigations, flora & fauna, noise monitoring, ground-truthing flood modelling.
 - Determination of Focused Area of Investigation & proposed Final Rail Corridor.
- Stakeholders: affected landowners, local councils, flood committees, government authorities & representatives.



RAIL CORRIDOR SELECTION



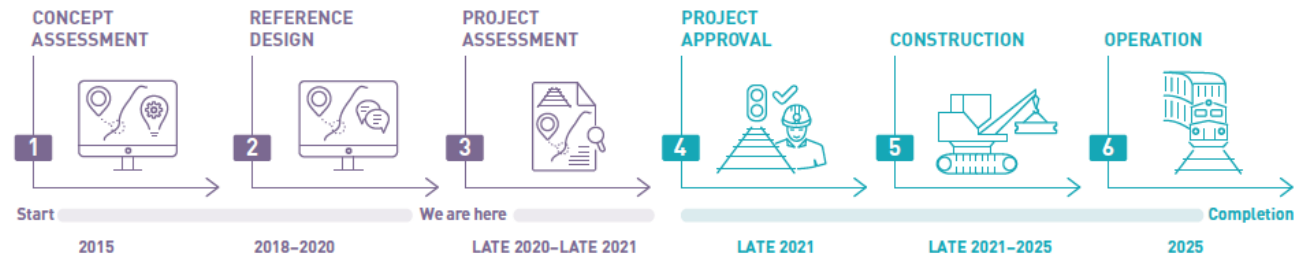
COMMUNITY ENGAGEMENT



EIS EXHIBITION

- Public Exhibition – **8 December 2020 to 7 February 2021.**
- 116 EIS submissions
- Response to submissions.
- Assessment by DPIE.
- Recommendation.
- NSW Minister's decision.
- Commonwealth decision under bilateral agreement.

Narromine to Narrabri Project timeline



**Timeframes are indicative and are subject to change*



Narromine to Narrabri project

Environmental Impact Statement

ARTC

The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with its private sector.

PILLIGA FOREST OVERVIEW

Route selection

- Optimal Service offering
- Approx. 75kms track through the Forest
- Approx. 40 mtrs wide corridor
- Less disruption to Private Landholders (State Forest)

Some Key Challenges

- State Forest Revocation required via NSW Parliament
- IR working with TfNSW to undertake the Cabinet Submission process for Revocation Process
- Briefings with Ministers, FCNSW, Crown Lands, LRS, Crown Solicitors
- Minimising environmental impacts, avoiding archaeological sites

Key Stakeholder Briefings and Consultations

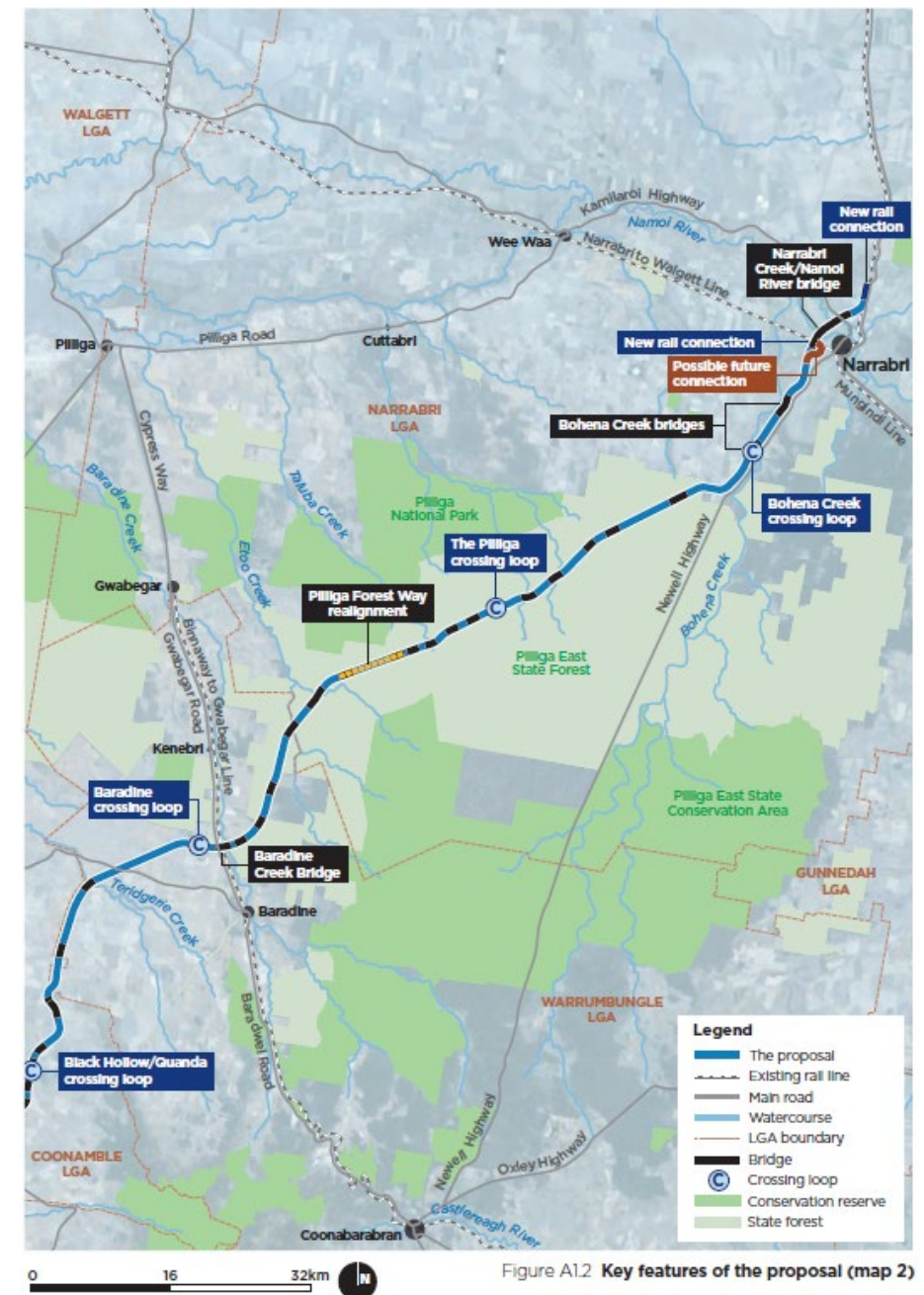
- Councils, Forestry Corporation, DPI, RAP's, Santos, NSW Apiarists Association and other forest users



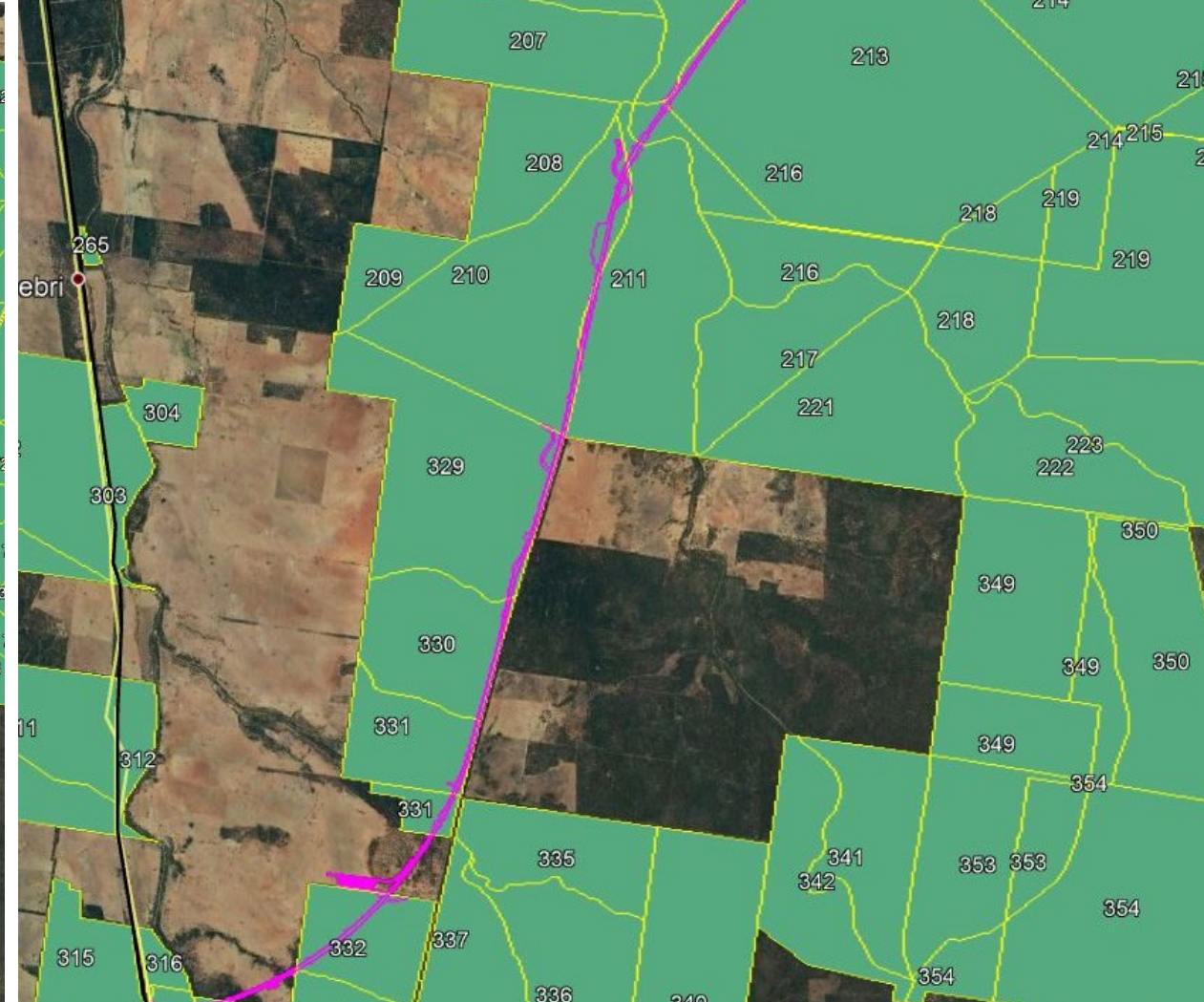
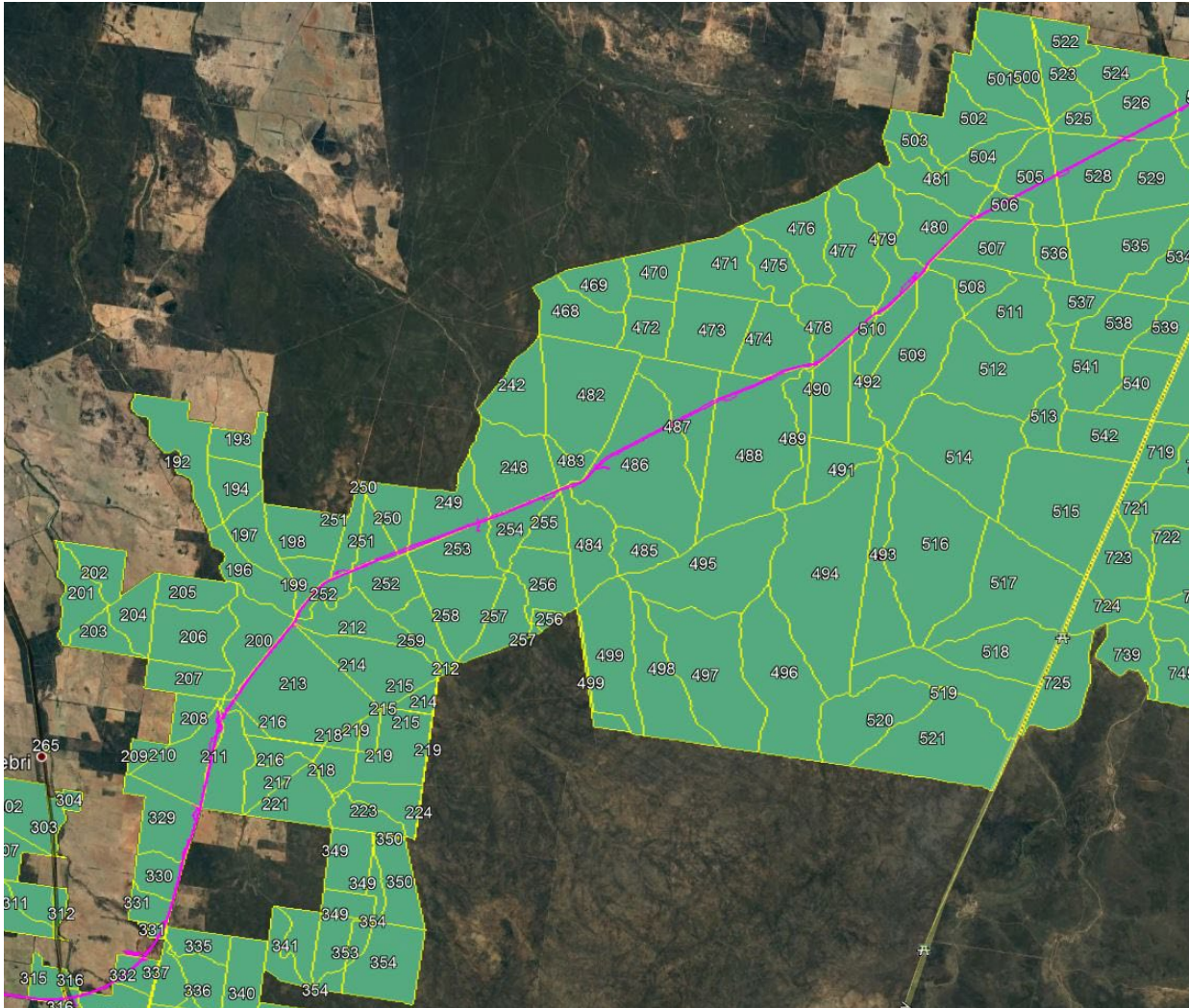
KEY FEATURES

Infrastructure

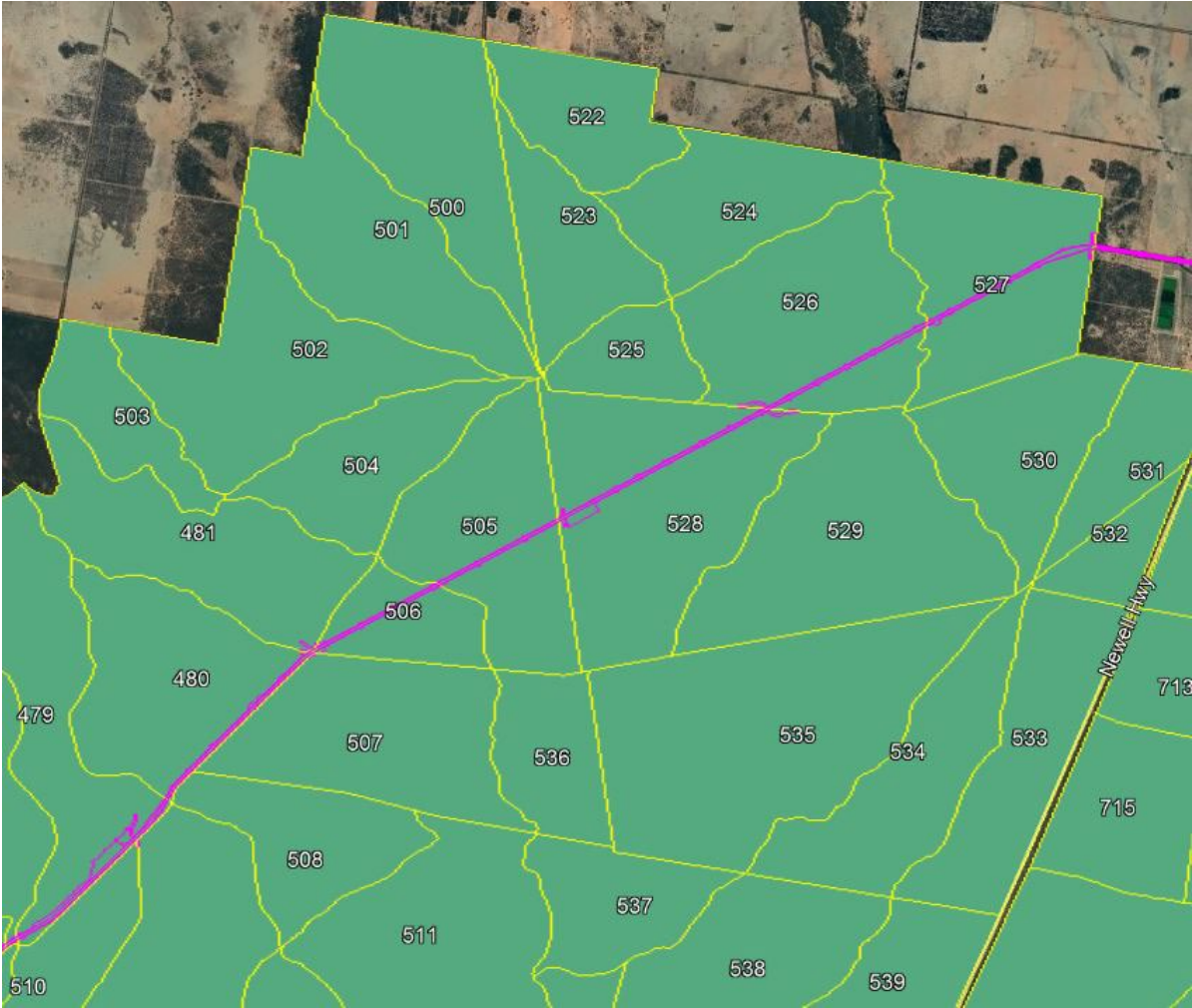
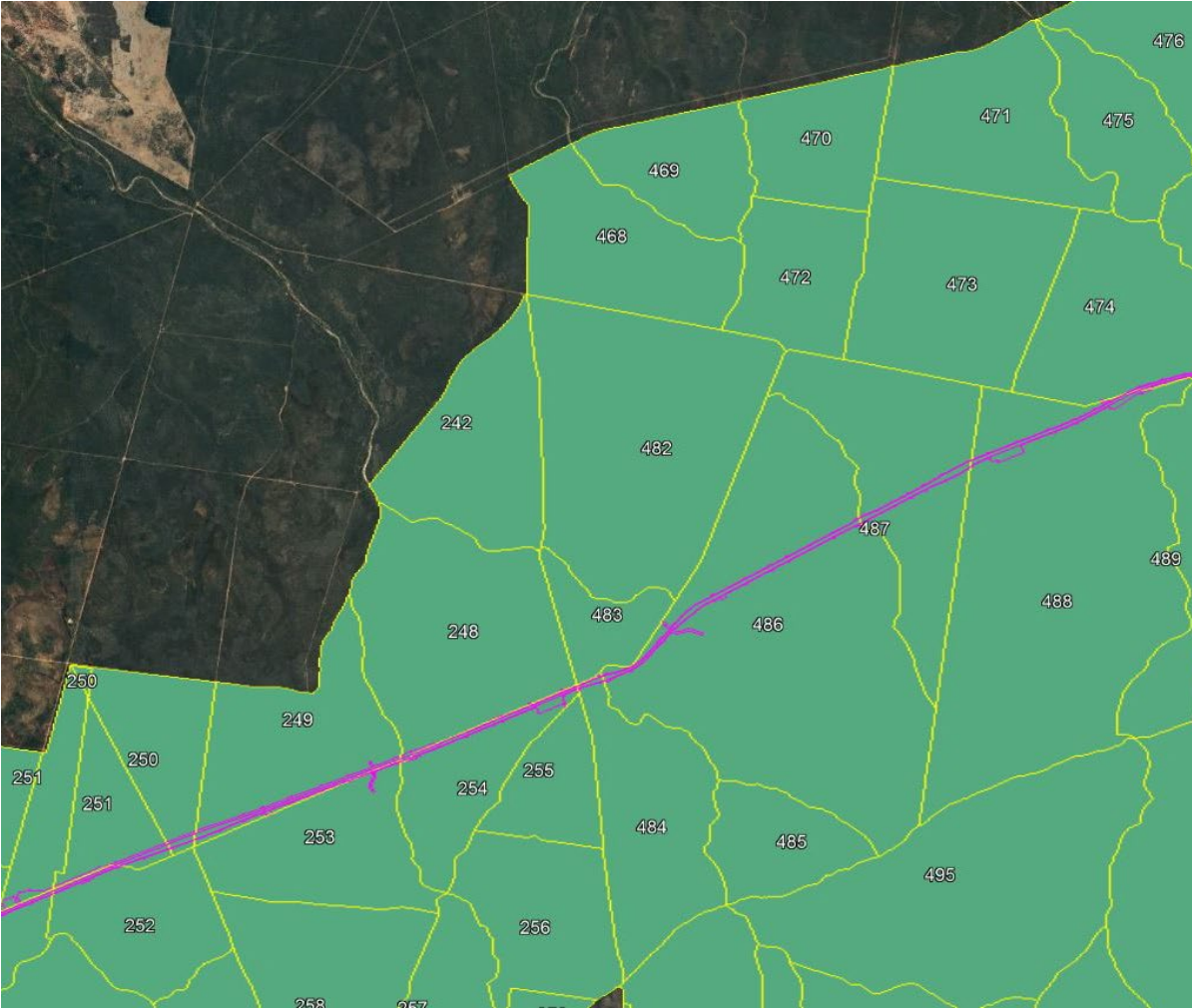
- Approx. 75kms single track Rail Corridor in the forest
- Main construction haul road will be the Rail Corridor
- Numerous culverts and bridges
- No Rail Corridor fencing (apart from near bridges / hazards)
- Road realignments at various locations, including realignment of the Pilliga Forest Way for 6.7 kms
- Limited road closures / diversions
- Addition of 17 Level Crossings
- 1 Passing loop within the forest
- Construction - several compounds at 5/10km intervals, may include self-contained temporary fly camp facilities
- Inclusion of 'fauna' crossings
- Trains will not enter forest during bushfires



FOREST COMPARTMENTS



FOREST COMPARTMENTS (DETAIL 2)



CONSTRUCTION



INLAND
RAIL



PILLIGA FOREST OVERALL CONSTRUCTION TIMING

Key current schedule dates

- Appoint Main Contractor June / July 2021
- EIS Conditions - Q4 2021 / Q1 2022
- Detailed Design available Q1 2022
- Commence Narrabri Section Q2 / 3 2022

Pilliga Section

- Pilliga Site Mobilisation March / April 2023
- Civils works commence – May / June 2023
- Civils completion – August / Sept 2025
- Track & Signalling completion – Sept / Oct 2026





INLAND
RAIL 

QUESTIONS

ARTC

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