



Australian Government

Department of Infrastructure and Regional Development

Inland Rail

Narromine to Narrabri Corridor

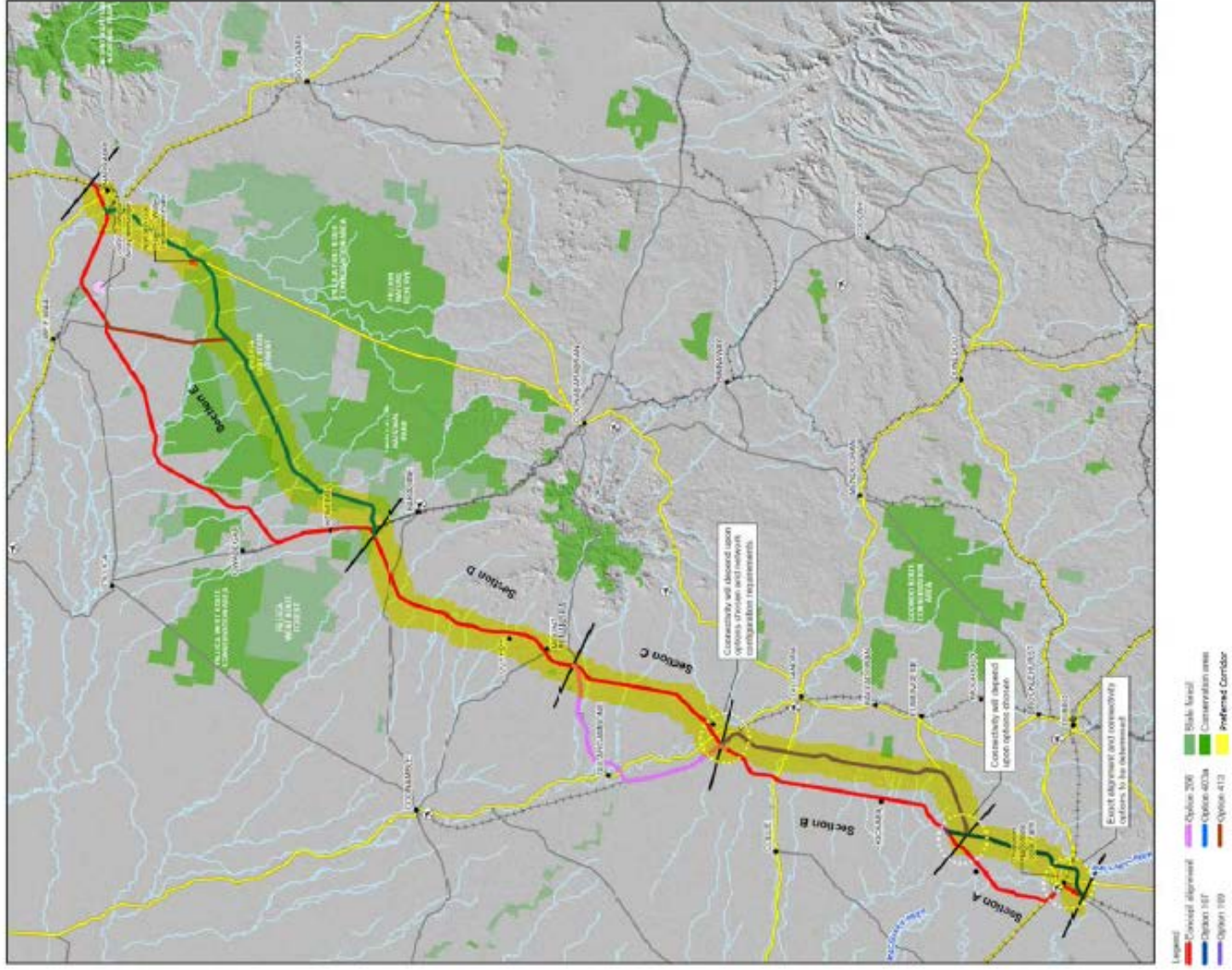
Multi-criteria Assessment

Corridor section	Comparison Against Original Concept Corridor		
	Cost difference	Transit time difference	Overall MCA score
Narromine to Burroway	+ \$37.1 million	+ 0:00:24	+ 0.55
Burroway to Curban	- \$4.4 million	+ 0:01:20	+ 0.43
Curban to Mt Tenandra	+ \$34.6 million	+ 0:09:04	- 0.27
Mt Tenandra to Barradine	0	0	0
Barradine to Narrabri	- \$83.4 million	- 0:07:35	+3.18

Stakeholders

Corridor Section	ARTC Preferred Corridor
Narromine to Burroway	<ul style="list-style-type: none"> • Affects more properties (40, compared to 29) • Higher risk of finding indigenous heritage items
Burroway to Curban	<ul style="list-style-type: none"> • Both options share similar concerns: potential flooding; impacts on lifestyle and farm operability; noise and vibration
Curban to Mt Tenandra	<ul style="list-style-type: none"> • Affects more properties (29, compared to 24) • Impacts on high production agricultural properties • Local councils and landholders prefer alternative route that uses Coonamble rail line between Curban and Gulargambone before following Box Ridge Road to Mt Tenandra
Mt Tenandra to Barradine	<ul style="list-style-type: none"> • Landholders resigned to passage of Inland Rail and will work with ARTC to minimise negative impacts
Barradine to Narrabri	<ul style="list-style-type: none"> • Strong stakeholder support for ARTC's preferred corridor • Need to stay away from conservation areas

Narramine to Narrabri



Corridor Options Reviewed in Final MCA Workshop