



About the Calvert to Kagaru project

The C2K section of Inland Rail comprises a route of 53 kilometres of new dual gauge rail line which diverts from the West Moreton rail line near Calvert and connects to the existing Sydney to Brisbane interstate rail line at Kagaru; providing convenient access for freight to major distribution centres at Bromelton and Acacia Ridge.

It will include building a new 1 kilometre tunnel to create an efficient route through the steep terrain of the Teviot Range.



About the preliminary alignment

In January 2018 ARTC engaged Future Freight Joint Venture (FFJV) as our technical and approvals consultancy service provider. FFJV is undertaking the feasibility design and producing a draft EIS for the C2K section of Inland Rail.

The alignment adopted at the start of the current technical and approvals consultancy services was from a previous study undertaken by the Queensland Government which protected future rail corridors, being the Southern Freight Rail Corridor which was gazetted in 2010.

The design development process has confirmed that the Southern Freight Rail Corridor, with a deviation through the Teviot Range and two other minor changes, is still the best alignment for Inland Rail.

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Current consultation

During the preparation of the EIS, we will be holding a series of community consultation events to gather additional data and feedback.

In this second round of consultation, our focus is to:

- ▶ Engage landholders regarding the preliminary horizontal alignment on their property
- ▶ Release the preliminary horizontal alignment to the community
- ▶ Undertake technical workshops for flooding and hydrology
- ▶ Engage technical working group and landholders for transport matters, particularly level crossings
- ▶ Continue gathering data for the social impact assessment, including validation of initial findings from local business and community
- ▶ Undertake flora and fauna walk-throughs with environment groups to discuss areas of significance and potential mitigation measures

We will be holding staffed information displays at the following times and locations so that you can view the preliminary horizontal alignment. Information will be presented on: large maps; an interactive mapping tool; and in a fly-through video.

Consultation sessions

Date	Time	Venue
Monday 5 November	10am – 5pm	
Wednesday 7 November	10am – 5pm	Gatton Shopping Centre 114 Spencer Street, Gatton
Saturday 10 November	9am – 3pm	
Monday 12 November	10am – 5pm	
Wednesday 14 November	10am – 5pm	Yamanto Shopping Centre 512-514 Warwick Road, Yamanto
Saturday 17 November	9am – 3pm	
Tuesday 20 November	10am – 5pm	ARTC Inland Rail Toowoomba office 65-67 Neil Street, Toowoomba
Thursday 22 November	9am – 3pm	

We encourage you to attend one of the staffed displays above and look forward to seeing you there.

These sessions are valuable and enable you to talk to ARTC staff about relevant studies, initial findings and what this means for you, your property and your community.

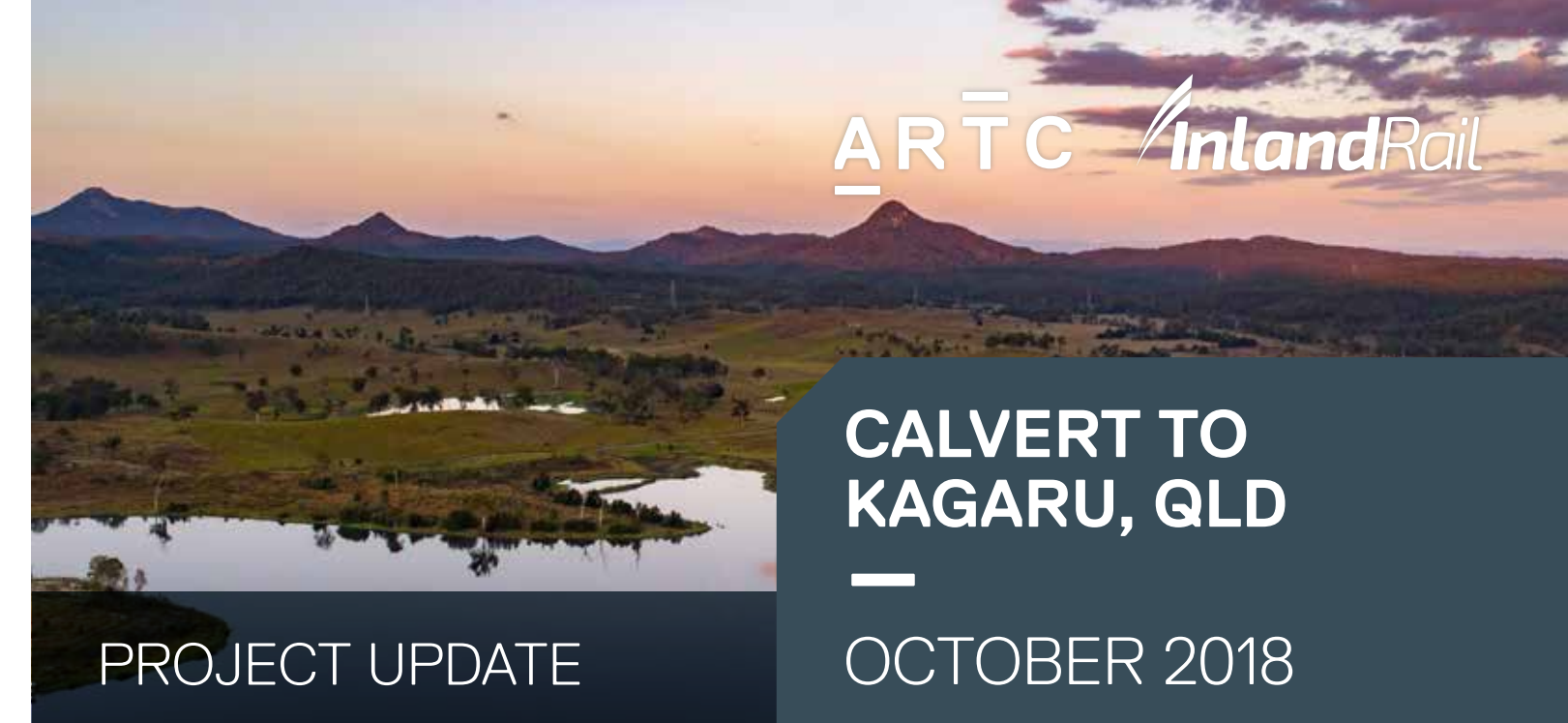
If you are unable to attend any of the information displays, please contact the project team and we would be happy to answer any questions you may have about the project.

Want to know more?

If you have any questions or comments about the C2K project or our upcoming consultation sessions please let us know.

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



Environmental Impact Statement Consultation

ARTC is progressing the feasibility design and technical studies for the Environmental Impact Statement (EIS) for the Calvert to Kagaru (C2K) project in line with the engagement program, which was released to the community in May 2018 and is available on the Inland Rail website.

Project update

Topic	Status
Alignment	Following community consultation and technical review, ARTC has determined a preliminary horizontal alignment. The supporting infrastructure (bridges/viaducts, embankments, culverts, access roads) will be developed through further studies and design.
Water	The flood model has been developed for existing conditions, incorporating local knowledge supplied by community members. Water sampling for local and regional catchments has commenced.
Noise and vibration	Monitoring locations are being selected along the proposed alignment to capture representative background levels – the development of the noise model for both construction and operation is underway.
Transport/level crossings/road impact	Ongoing consultation with Councils and landholders is identifying the need for access and type of crossing required at every road-rail interface.
Air	ARTC will use existing datasets from the Department of Environment and Science to inform air quality in the region.
Hazards, health and safety	Technical assessment of hazards is ongoing. Potential risks consider the location of population centres, densities and activities.
Land use/visual/soils	Geotechnical investigations and subsurface sampling have commenced. The visual aspect of the alignment is available in a fly-through video on the Inland Rail website.
Social and economic	The social impact survey has been completed – data will now be verified with the community and with key stakeholders. Economic impacts, including cost-benefit analysis, has commenced.
Flora and fauna	Desktop studies are complete and field studies are well underway. Guided study tours with environment and special interest groups are planned for the coming months.
Cultural heritage – non-Indigenous	Targeted surveys focusing on previously unsurveyed areas, and areas of potential high significance, have commenced.
Cultural heritage – Indigenous	Ongoing compliance with Cultural Heritage Management Plan – including continued engagement with Indigenous parties and investigation for any sites of interest.

How we have used your feedback

Our team has been engaging with the Ipswich and Scenic Rim communities since 2017. During each and every engagement session, landholder meeting and stakeholder interaction, we gather information provided and feed it to the technical design and assessment teams. This information is then used to inform the feasibility design and subsequent EIS.

The formal comments submitted to the Office of the Coordinator-General (OCG) during the draft Terms of Reference consultation in 2017 were provided to ARTC by the OCG. These comments have been considered and referenced in the development of the feasibility design and ongoing EIS studies.

The comments provided during round one of EIS consultation in May and June this year were captured in an interactive mapping tool and provided to our technical design and assessment teams. As we progress with the feasibility design and EIS studies, we will continue to respond to feedback from the community.



1. Sandy Creek

The alignment has been moved slightly to the east to minimise impacts on protected vegetation, habitat values and potential cultural heritage interests within the riparian corridor. The change will also result in a smaller waterway crossing.



2. Washpool Road

The horizontal alignment in the area of Washpool Road has been realigned to minimise the potential for conflicts between the road and rail infrastructure and to better address potential flooding impacts. The realignment was undertaken to allow room for a Washpool Road realignment between the rail alignment and Purga Creek and to move the rail embankment to the edge of the Purga Creek floodplain.



3. Teviot Range

The alignment has shifted approximately 1.5km north of the gazetted Southern Freight Rail Corridor. The alignment was updated for this area following consultation with traditional owners to minimise impacts on known cultural heritage interests, as well as minimising impacts on protected vegetation and habitat values.

Legend

- Proposed Rail Tunnel
- Proposed Rail Alignment
- Existing Rail Centreline
- TMR Protected Corridor
- Study Area
- Highway
- Secondary Road

* A fly-through video will be available on the Inland Rail website