

# Inner Darling Downs Community Consultative Committee Chair's summary

**INLAND  
RAIL**

The ninth meeting of the Inner Darling Downs Community Consultative Committee was held online on 5 May 2020.

The meeting was chaired by Mr Bill Armagnacq and 13 of the 15 Committee members attended. Representatives from federal, state and local government agencies, and one elected representative, observed the meeting.

Committee member Dr Rob Loch, representing the Pittsworth District Landcare Association, gave a summary of a meeting held between several Committee members and representatives from project consultants, Future Freight Joint Venture, to discuss technical aspects of the land and groundwater studies. Dr Loch and several other Committee members raised concerns about the length of time for monitoring bores and requested monitoring is increased from five years to 10–15 years. Dr Loch recommended that when people comment on the Environmental Impact Statement they be specific and clear about what conditions should be placed on the project if it is approved. Mr Lance MacManus, representing Toowoomba and Surat Basin Enterprise, asked that bore monitoring is carried out by local contractors.

Inland Rail gave project updates for Border to Gowrie and Gowrie to Helidon including information about upcoming geotechnical investigations and work to gain a more thorough understanding of water assets on landowners' properties.

The Committee questioned:

- ▶ how Inland Rail would provide a rail line with a transit time of less than 24 hours between Melbourne and Brisbane if trains would also be loading goods along the way and competing with slower grain trains
- ▶ how older trains use the line if they require a different gauged track
- ▶ why some landowners had their properties purchased and why there are confidentiality clauses around these purchases
- ▶ whether the tunnel through the Toowoomba Range will be changed to a cutting like the Toowoomba Bypass.

The Committee was informed ARTC sells capacity on the network and not all trains would travel between Melbourne and Brisbane.

Timetabling and crossing loops will support trains to meet their deadlines and allow a variety of trains (including freighters travelling within a 24-hour period, as well as short run trains) to simultaneously use the line. The track will be dual gauge to allow for different requirements.

Inland Rail confirmed it has purchased a small number of properties based on hardship. This process is different to the acquisition process that will occur after project approval by a state government agency. Confidentiality terms for purchase and sale contracts are standard industry practice to protect both parties.

The project team explained the 6km tunnel through the Toowoomba Range will not be changed to a cutting.

The Committee was reminded to keep their communities informed about information shared at the meetings. The next meeting is likely to be held online (until COVID-19 restrictions are reduced) in late June. Committee meeting minutes are available at [inlandrail.artc.com.au/IDD-CCC](http://inlandrail.artc.com.au/IDD-CCC)

**Mr Bill Armagnacq**  
**Chair, Inner Darling Downs**  
**Community Consultative Committee – 7 May 2020**

1800 732 761

[inlandrailqld@artc.com.au](mailto:inlandrailqld@artc.com.au)

ARTC Inland Rail, GPO Box 2462, Brisbane Qld 4001

[inlandrail.com.au](http://inlandrail.com.au)     

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

**ARTC**