

MEETING MINUTES

Narromine to Narrabri Inland Rail Community Consultative Committee

GILGANDRA SUB-COMMITTEE

DATE / TIME

25 February 2020
1.45 pm

LOCATION

Coonamble Bowling Club, Coonamble

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

Gilgandra Sub-committee

ATTENDEES

- ▶ Michael Silver (Independent Chair)
- ▶ John Single (Community Member)
- ▶ Barbara Deans (Community Member)
- ▶ Stuart Mudford (Community Member)
- ▶ Alexander Deans (Community Member)
- ▶ Karen McBurnie (Community Member)
- ▶ Kookie Aitkens (Coonamble Shire Council)
- ▶ Pip Goldsmith (Coonamble Shire Council)
- ▶ Lindsay Mathieson (Gilgandra Shire Council)
- ▶ Randall Medd (Gilgandra Shire Council)
- ▶ Patricio Munoz
- ▶ Tony Rymer
- ▶ Kyle-James Giggacher
- ▶ Matt Errington

APOLOGIES

- ▶ Cr Bill Fisher (Coonamble Shire Council)
- ▶ Peter Bonnington (Community Member)

GUESTS

- ▶ Robyn Galley
- ▶ Kevin Galley
- ▶ Helen Hunt
- ▶ Wesley Shepherd
- ▶ Andrew Deans
- ▶ Tallah Looten
- ▶ Loraine Harrison
- ▶ Cameron Halfpenny
- ▶ Simon Gainsford
- ▶ Allannah Gainsford
- ▶ Tim Collins (Department of Planning, Industry & Environment)
- ▶ Anna Howard (Department of Infrastructure, Transport, Regional Development and Communications)
- ▶ Elisha Bailey (Department of Infrastructure, Transport, Regional Development and Communications)
- ▶ James White (Transport for NSW)
- ▶ John Zannes (Transport for NSW)
- ▶ Louise Johnson (ARTC)
- ▶ Rebecca Pickering (ARTC)

Discussions

NO.	DISCUSSIONS
1. Welcome	The Chair welcomed all to the meeting. Mr Silver also acknowledged the community observers in attendance, the representatives of Commonwealth and State Government agencies and ARTC staff.
2. Acknowledgement of Country	The Chair acknowledged the Traditional Owners of the land on which the meeting is being held and recognised their continuing connection to land, waters and culture, paying respects to their Elders past, present and emerging.
3. Declarations of Interest	<ul style="list-style-type: none"> • Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC. • Barbara Deans - non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. • John Single - non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. Potential supply of resource material. • Alexander Deans – non-pecuniary interest. Property located within Study Area and Focus Area of Investigation. Potential supply of resource material. • Stuart Mudford – non-pecuniary interest. Two properties located within the Study Area and Focus Area of Investigation. • Randall Medd - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the Study Area. • Lindsay Mathieson - non-pecuniary interest. Employee of Gilgandra Shire Council with property located within the Study Area
4. Question and Answer Protocol	<ul style="list-style-type: none"> • The Chair provided an overview of the Question and Answer Protocol recently finalised by the Sub-committee. Mr Silver advised that the follow specific matters should be noted by Observers wishing to ask questions during the Question and Answer Session: <ul style="list-style-type: none"> ○ Observers must register to ask a question. ○ Only one question may be asked unless the chair approves a second question. ○ Questions shall relate to the Environmental Impact Statement (EIS) preparation and not to historical matters prior to issue of the Secretary’s Environmental Assessment Requirements (SEARs). ○ Questions may only be directed to Inland Rail staff or consultants through the Chair.
5. Chair’s Minute	<p>The Chair detailed two matters:</p> <ul style="list-style-type: none"> ○ Independent Chairs’ Meeting – Mr Silver provided an overview of a meeting involving members of the Independent Chairs’ Panel (ICP) and the Department of Planning, Industry and Environment (DPIE) he attended in Sydney on 4 November 2019. He advised that the meeting discussed the operation of Community Consultative Committees (CCC), the effectiveness of the CCC guidelines and the future functions of the ICP. ○ Senate Enquiry – Mr Silver advised that he had reviewed the various submissions to the Senate enquiry and read the transcripts from the Millmerran and Brisbane hearings.
6. Minutes of Previous Meeting	It was noted that the minutes of the fourth meeting of the Sub-committee had been approved on 31 October 2019 and placed on the proponent’s website. The Chair advised that responses to four outstanding ‘Other Agenda Items’ questions on 17 December 2019 had been subsequently incorporated into the minutes.
7. Business Arising	<ul style="list-style-type: none"> • Barbara Deans gave notice of additional information in respect of the proponent’s responses to some ‘Other Agenda Items’ questions. The Chair advised Mrs Deans to highlight the relevant questions in General Business.

NO.	DISCUSSIONS
<p>8. Correspondence</p>	<p>8.1 Hon. Mark Coulton MP - advising that investigations into the potential for telecommunications upgrades for rural communities because of the Inland Rail project are being undertaken.</p> <p>8.2 D & K Wilson – The Chair reported on correspondence he had received from Mr & Mrs Wilson (who had attended as Observers) expressing concern regarding the conduct of the September 2019 meeting of the Gilgandra Sub-committee.</p> <p>Mr Silver advised that the correspondence expressed disappointment with the process of the meeting and particularly the deferral of responses to ‘Other Agenda Items’ questions. He noted that the written responses to these questions was forwarded to the CCC, three days after the meeting and a copy provided to Mr & Mrs Wilson. Mr Silver also noted that the responses to ‘Other Agenda Items’ questions are to be provided in writing by the proponent to ensure the fullest and most up to date advice is given to the community and to avoid ambiguity or misunderstanding.</p> <p>Mr Silver added that CCC meetings are not public meetings and Observers attend with the concurrence of the CCC and the Chair. He said that it is important that the purpose of the CCC and the role of its members (as set out in the CCC Guidelines) is understood by the community.</p> <p>Mr Silver indicated he had responded to Mr & Mrs Wilson accordingly.</p>
<p>9. Proponent’s Presentation</p>	<p><i>Patricio Munoz, Kyle-James Giggacher, Tony Rymer and Matt Errington presented the Proponent’s report. Please refer to the Proponent’s report attached.</i></p> <p>9.1 Program Overview</p> <ul style="list-style-type: none"> • Mr Munoz provided a general overview of the Inland Rail project noting progress on the Parkes to Narromine (P2N) section and the status of the Narrabri to North Star (N2NS) section. He highlighted that transit time and distance are critical to route selection. • Mr Munoz advised that Inland Rail had made a submission to the Senate enquiry. He noted the rigour of the investigations and assessment associated with route selection and highlighted that the community must have confidence in the proposed solutions to the project’s engineering challenges. Mr Munoz advised that to achieve this, the modelling and engineering must be correct. He indicated that Inland Rail would continue to work with landowners and the communities along the route to achieve the best outcome possible. • Mr Munoz presented several slides showing a construction compound and major infrastructure elements on the P2N section of Inland Rail – similar infrastructure can be expected on the N2N section of the project. • Tony Rymer advised that the site compound shown is at Peak Hill and caters for about 60 employees – this is considered a large compound. Mr Rymer indicated that three compounds of this scale will be located along the alignment – one at each end and one in the middle. They may be located on Crown Land or private land. • Randall Medd asked if the contractor will be told where the construction compounds are to be located. Matt Errington responded that proposed locations for major compounds will be outlined in the EIS. Siting of the smaller compounds will be determined on a case by case basis by the contractor in consultation with landholders. • Stuart Mudford asked whether the construction compounds will be located near accommodation camps. Mr Giggacher advised that landholders have been asked whether they have land that could be leased for accommodation camps. The locations will be detailed in the EIS and the contractor encouraged to utilise

NO.	DISCUSSIONS
	<p>the identified sites. Mr Rymer indicated a level of flexibility would be built into the EIS to permit the contractor to efficiently manage resources.</p> <ul style="list-style-type: none"> • Mr Munoz provided slides of examples of typical culvert and level crossing construction that may be expected on the N2N section of the Inland Rail. • Barbara Deans commented that in areas of the P2N subject to flooding, farmers are most concerned that the culverts installed will not be large enough. She expressed the opinion that this may be a budget constraint. Mr Munoz responded that the DPIE set rigorous conditions of approval to ensure engineering design standards are met. He advised, also, that there is post construction monitoring of the works to ensure impacts are mitigated now and in the future. He indicated there is considerable ongoing interaction with farmers in the P2N section regarding flooding issues. Mr Rymer added that culvert design was not constrained by budget considerations. • Mr Munoz outlined the status of the N2NS project, noting three companies have been shortlisted for the works. He highlighted the need for local businesses to be project ready. Mr Munoz acknowledged that not all local business will obtain work from the project, but introductory briefings/training will assist locals should employment and business opportunities arise. • Mr Munoz highlighted the Sponsorship and Donations program, indicating that the next round closes on 30 April 2020. Mr Munoz indicated that STEM based, or general education-based projects are encouraged and will be highly considered. He cited the excursion by Croppa Creek school children to Sydney as an example of how the grant funding can be utilised for educational and social development purposes. • In response to a question from the Chair, Rebecca Pickering advised that each round generally receives about 70 applications with funding of about \$60,000 available. Ms Pickering also indicated that sponsorship funding had been provided to several regional shows – this being separate to other grant funding. <p>9.2 Focused Area of Investigation</p> <ul style="list-style-type: none"> • Mr Munoz advised that all directly impacted landowners had been contracted and provided with updated property maps. He indicated that one-on-one meetings had been held with 100 directly affected landowners, this represented 85% of the landholders directly affected. • Mrs Deans indicated that her feedback was that some were pleased with the meetings whilst others were not. • Mr Giggacher advised that landowners were provided with the relevant information and a questionnaire regarding property operation and any concerns. • Mrs Deans asked if property owners received the flood maps. Mr Giggacher confirmed that flood mapping had been provided at the one-on-one meeting, whilst property maps had been supplied earlier. He added that discussion had proceeded in the meetings to confirm or dispute the accuracy of the mapping. • Mrs Deans asked when will landowners receive detailed alignment information? Mr Rymer responded that the reference design is currently being developed. He anticipated that the reference design should be finalised by mid-2020. Mr Munoz added that there is still a lot of detail to be finalised, but this will be provided to landowners at further one-on-one meetings with appropriate technical representatives present to explain the detail. Mr Giggacher advised that comments received from affected landowners regarding the detailed information such as flood modelling and rail/road interface documentation will be considered in reviewing the modelling or relevant design. • Mr Munoz advised that a critical aspect of the refinement of the Study Area to a Focused Area of Investigation was respecting the privacy of landholders. He advised this was why there was not an online questionnaire regarding property

NO.	DISCUSSIONS										
	<p>usage and the questionnaire process was undertaken via the one-on-one meetings.</p> <ul style="list-style-type: none"> Mr Munoz outlined the following Community Information Sessions to be conducted shortly: <table data-bbox="699 443 1189 595" style="margin-left: 40px;"> <tr> <td>Narrabri</td> <td>Monday 9 March 2020</td> </tr> <tr> <td>Baradine</td> <td>Tuesday 10 March 2020</td> </tr> <tr> <td>Gilgandra</td> <td>Wednesday 11 March 2020</td> </tr> <tr> <td>Curban</td> <td>Thursday 12 March 2020</td> </tr> <tr> <td>Narromine</td> <td>Friday 13 March 2020</td> </tr> </table> <p>He advised that these Community drop-in sessions will provide an opportunity for those close to the Focused Area of Investigation, that may be significantly impacted, to interact with Inland Rail on matters of concern.</p> <p>9.3 Environmental Impact Statement</p> <ul style="list-style-type: none"> Matt Errington provided an update on progress of preparation of the EIS. Mr Errington advised the four (4) borrow pit sites will be included in the EIS. The other registered borrow pit sites may still be considered but this will be a decision of the construction contractor. Additional borrow pit locations would require a modification to the approval. Randall Medd questioned how those not within the rail corridor (Focus Area) during construction, but impacted by the construction, will have issues addressed. Mr Mathieson supported this question, enquiring how the impact on local roads used for haulage and other construction activities will be assessed. Mr Errington reiterated that nominated haulage routes will be assessed in the EIS and prior to construction dilapidation reports will be prepared in respect of local roads used for haulage. Mr Medd commented that adequate consultation needs to be undertaken with landholders along haulage and construction traffic routes to ensure there is advanced awareness and management of potential issues. Mr Munoz indicated all necessary communication will be undertaken with impacted landholders. Mrs Deans asked what the tonnage of material will be drawn from the borrow pits. Mr Errington advised this information will be provide in the EIS. Mr Errington highlighted the ongoing development of the biodiversity mapping and discussions with DPIE. Mr Errington indicated that following the Focused Area of Investigation one-on-one meetings, information obtained will be used to select a representative sample of 20 directly impacted landholders for more detailed discussions as part of the Social Impact Assessment process. Mr Errington advised that the draft Aboriginal Cultural Heritage Assessment Report would be reviewed shortly by the Registered Aboriginal Participants (RAPs) and DPIE. Mr Errington advised that the draft EIS (70% stage) would be presented to the N2N CCC in May/June 2020. He suggested that this could take the form of an all-day briefing session with a focus on specific themes. It was advised that the flood modelling will be presented to all three sub-committees, with each sub-committee to select a further 4 or 5 areas of interest. Mr Medd asked what the exhibition period for the EIS would be – could it be extended beyond the 28 days period. The Chair responded that the CCC may wish to make a submission to DPIE indicating that the exhibition period should be extended beyond the statutory 28 days. Mr Errington advised that consideration was being given to mechanisms to streamline the EIS to make it easy to access for the community and provide cross referencing of specific elements so that information is readily available. He advised that work is progressing on an exhibition strategy that will allow EIS information be readily accessed in other ways. 	Narrabri	Monday 9 March 2020	Baradine	Tuesday 10 March 2020	Gilgandra	Wednesday 11 March 2020	Curban	Thursday 12 March 2020	Narromine	Friday 13 March 2020
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NO.	DISCUSSIONS
	<p>.</p> <p>9.4 N2N Timeline</p> <ul style="list-style-type: none"> Mr Rymer indicated that the Reference Design is expected to be completed by Quarter 3 2020. He advised that the EIS would be submitted to the DPIE in late Quarter 3 or Quarter 4, 2020 for adequacy review. Determination of the Project Application has been programmed for Quarter 4, 2021. Mr Errington confirmed that DPIE will not permit lodgement and exhibition until it is satisfied the EIS meets the requirements of the SEARs. Subject to a confirmation of adequacy, it could be expected the EIS will go on exhibition in Quarter 1 2021. Mr Rymer then advised that it can be expected, given the Reference Design is completed, that the property acquisition process will start in Quarter 4, 2020. He indicated that the acquisition process will occur by several tranches – so property acquisitions along the alignment will not commence at the same time. The Chair invited James White of Transport for NSW (TfNSW) to provide an overview of the acquisition arrangements and process. Mr White advised that TfNSW and ARTC had agreed that all acquisitions would be conducted in accordance with the heads of consideration for compulsory acquisition (Section 55) under the Land Acquisition (Just Terms Compensation Act) 1991 whether that acquisition is by negotiated private treaty or the compulsory process. This means that the value of compensation for the acquisition will consider the market value of the land, disturbance costs (reasonable legal and valuation fees), financial costs, severance of the land and any special value of the land. Mrs Deans referred to her outstanding 'Other Agenda Items' question regarding "forced acquisition". The Chair responded, noting the advice of Mr Rymer that the process will commence in Quarter 4, 2020. Mr Silver then provided an overview of the provisions of the Land Acquisition (Just Terms Compensation) Act 1991 with emphasis on the importance of the proposed acquisition notice. This notice advises the owner of the intention to acquire land by the compulsory process and effectively starts the process. The Chair strongly suggested that property owners obtain their own advice following issue of the proposed acquisition notice. Mr Giggacher outlined the route selection process to refine the Focus Area to a 40 to 60 metres final alignment. Once the Reference Design has reached the 70% milestone this information will be released to the affected landowners and the community. Mrs Deans asked when will the Reference Design reach the 70% milestone. Mr Giggacher indicated mid-2020 and it will then move towards 100% towards the end of 2020. Mrs Deans sought clarification on the release of the Reference Design. Mr Giggacher confirmed that affected landowners would be advised prior to release of the information to the broader community. <p style="text-align: center;">Meeting adjourned 3.45 pm Reconvened 4.00 pm</p> <p>9.5 Focused Area of Investigation</p> <ul style="list-style-type: none"> Mr Giggacher presented a detailed interactive analysis of the Focus Area for the N2N project. He highlighted that the Study Area had now been refined to a Focus Area of Investigation, 150 metres to 400 metres wide. Mr Giggacher stepped the Sub-committee through the refinement of the Study Area with primary attention to the Focused Area within the Gilgandra Shire and Coonamble Shire Local Government Areas. Mr Giggacher advised that the refined alignment contained a total of 7 passing loops, with one adjacent to Eumungerie Road in Gilgandra Shire. He also advised that the presentation details probable rail crossings. Mr Medd noted two types – Active (lights and gates) and passive (Stop Signs) will be installed

NO.	DISCUSSIONS
	<p>along the 1800 kilometres of the Inland Rail. Mr Rymer indicated that the ALCAM model will be used to determine the standard of rail crossings.</p> <ul style="list-style-type: none"> • Mr Giggacher indicated that the crossing of the Oxley Highway west of Gilgandra is proposed to be an active level crossing at grade. In terms of the Curban Junction, Mr Giggacher advised that work is still occurring to refine and confirm the alignment through Curban. He highlighted an indicative road realignment in respect of both Wyuna Road and Bardens Road near Curban. • In respect of the crossing of the Castlereagh Highway north of Curban it was noted that it is proposed that this will be treated as an active level crossing. Mr Medd brought to the Sub-committee's attention that both Gilgandra Shire Council and Coonamble Shire Council are seeking grade separation (road overpass) of both the Oxley Highway and Castlereagh Highway. • Mr Giggacher advised that a passing loop will be established near Brooks Road, north of Curban with a road realignment undertaken in order to maintain the rail crossing. In terms of all passing loops, land will be acquired to future proof the loop, that is, making allowance for the extension of the loop in the future to cater for longer trains – land 3600 metres in length by the required width will be acquired although loops only 1800 metres long will be constructed. • Moving to the Pilliga Forest, Mr Rymer advised that Inland Rail is working with Forestry Corporation and TfNSW to refine the number of rail crossings required in the forest. He indicated this may involve the realignment of roads and tracks to reduce the number of required crossings. • Mr Giggacher gave a brief overview of the Focused Area as it applied to Warrumbungle and Narrabri Shire Local Government Areas. He highlighted the proposed treatment across the floodplain south west of Narrabri outlining the proposed 4 kilometres long viaduct that will cross Yarrie Lake Road/Namoi River/The Island Road/Narrabri Creek and the Kamilaroi Highway before connecting with the N2NS project just north of Narrabri. • Mr Munoz indicated that the Focused Area maps would be available online in the next week and printed maps could be provided to the CCC members on request. • John Single enquired where the N2N will incorporate connectivity to the Newcastle rail line at Narrabri. Mr Giggacher responded that discussions on interconnections at Narrabri was occurring. Mr Rymer advised that provision for a connection is likely to be made, with Mr Errington confirming it will be included in the EIS. Ms Pickering however noted that, at this point, the connection is not funded and is not part of the scope of the Inland Rail project. • Mr Single sought clarification as to what entity will decide on whether interconnectivity of the Newcastle to Mungindi line and Inland Rail occurs. • The Chair invited James White (TfNSW) and Ms Pickering (ARTC) to respond. Mr White advised that despite approaches, TfNSW had not received at this stage a response to this connectivity question from ARTC. Ms Pickering advised that there will be a connection between the proposed Inland Rail line and the Newcastle- Mungindi Line, but it will not provide direct access in all directions. She advised that there needs to be a business case established that justifies the expenditure to create the full interconnection. • Mr Medd noted that some of these interconnectivity issues will be subject to Federal funding programs. • At the invitation of the Chair, Mr White (TfNSW) acknowledged Mr Medd's comment whilst Elisha Bailey of the Department of Infrastructure, Transport, Regional Development and Communications indicated the Australian Government, through the Inland Rail Interface Improvement Program, will have business advisers work with Narrabri, Gilgandra, Coonamble and Warrumbungle Shire Councils on projects identified as fast tracked projects to investigate feasibility and if required prepare business cases looking at local connections and interfaces to Inland Rail to facilitate the best future for these communities.

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • Mrs Deans questioned the operating cost of train engine transfer where direct connective is not available. The Chair requested Ms Pickering to respond. Ms Pickering advised that the more trains that utilise the Inland Rail, the more cost effective its operation will be, however there needs to be a justifiable business case. She encouraged interested parties to submit proposals for Federal Government funding to undertaking studies to support a business case. Mr White commented that provision for interconnectivity needs to be contained in the approval for this project. • Mrs Deans questioned what the budget currently is for the project. Mr Rymer advised that the budget is currently being considered relative to the scope of works required. • Mr Single provided feedback on the documentation provided as an affected landowner on his property 'Table Top Mountain'. He advised that the flood level information provided was 'spot on'. Mr Giggacher thanked Mr Single for his comment, noting some landowners were happy with the information, whilst acknowledging that in other areas there is a need for some revision. • Mrs Deans questioned where water supply bores are likely to be located. Mr Rymer responded that the intended primary source of water are available Water access Licences near to Narromine and Narrabri, treated water sources (effluent) and deep-water bores in association with Councils. These deep-water bores could remain as a project legacy for the community. Mr Rymer said it would be hoped that these bores would be in the vicinity of proposed construction compounds. He advised that it is undesirable to transfer water more than 25 kilometres either way from a service point. He suggested that supplies would be sourced near Narromine and Narrabri and the, say every 50 kilometres with a water storage facility attached. Ms Pickering added that it is apparent that water is a critical issue for the community. A taskforce is looking into water options for the Inland Rail construction process and beyond.
<p>10. Other Agenda Items</p>	<p>Members' questions on matters specific to the project:</p> <p>Narromine Sub-committee</p> <ul style="list-style-type: none"> • Nil <p>Gilgandra Sub-committee</p> <p><i>Peter Bonnington</i></p> <ul style="list-style-type: none"> • Mr Munoz advised that a meeting had been held with Mr Bonnington earlier in the day at Curban regarding his questions. <p>10.1 Can Inland Rail please provide an updated project timeline to the Committee at the 25 February meeting, covering timeframe from the current point in time through to the commencement of construction? A summarised Gantt Chart (or the like) should suffice so long as it provides stakeholders with a clear understanding of the significant steps and timeframes for the next 24 months period.</p> <p>A: Timetable provided in the proponent's presentation.</p> <p>10.2 Can Inland Rail please confirm the current proposed design for the crossing of the Castlereagh Highway at Curban e.g. overpass, at grade with boom gates etc. Why was this option chosen and does Inland Rail believe it will meet community expectations for safety and community impact? What views were sought from significant community stakeholders such as NSW Health, Local Councils, Road Freight businesses etc prior adopting this proposed design?</p>

NO.	DISCUSSIONS
	<p>A: ARTC are currently reviewing the treatment for this location with TfNSW and RMS with particular reference to the road traffic assumptions such as traffic growth rates and heavy vehicle usage. From a safety perspective interfaces will be designed to ensure they comply with the relevant Australian and ARTC standards. When assessing safety at level crossings ARTC also use a national system called ALCAM (Australian Level Crossing Assessment Model), which considers factors such as road traffic numbers, vehicle type, train numbers, speeds and sighting distances. It is forecasted that train volumes in this section would be approximately 15 trains per day by 2040 or fewer than 1 train per hour. The impact of the proposal on the broader transport network will be assessed as part of the Environmental Impact Statement.</p> <p>10.3 What is Inland Rail’s plan to restrict stock access to the rail corridor at the crossing points at Wyuna Rd and the Castlereagh Highway? i.e. what is the vision for the safe movement of stock on foot across these crossing points given my understanding is that the roads and rail will not be grade separated and that exclusion of the rail corridor is not practical to achieve under the current design?</p> <p>A: ARTC do not require a permit for the movement of stock across public level crossings. However, as is the case today, members of the public moving stock on foot along public roads would be required to attain the necessary approvals from the relevant authorities such as council/local land services. Further, all level crossings are built to relevant Australian and ARTC standards, which are consistent across the VIC, NSW and QLD, and the 1,700km of proposed Inland Rail track.</p> <p>10.4 Can Inland Rail provide any clarity on the proposed working relationships between affected landholders and appointed contractors prior to, and during, construction? By that I mean if there are a variety of contractors in use to build the line, relocate power, provide road diversion etc will there be a single point of contact for the landholder in order to provide continuity, accountability and certainty for the management of landholder concerns? When can Inland Rail make a commitment to providing a governance structure to this question?</p> <p>A: ARTC Inland Rail remains committed to open and ongoing community engagement throughout all phases of the project lifecycle. This includes during the construction phase, following the appointment of a Principal Contractor. If approved for construction, the Narromine to Narrabri project will be subject to Conditions of Approval (CoA), which cover community engagement, complaints management and dispute resolution. Importantly, the CoA also covers environmental, construction and operational matters that ARTC Inland Rail and the Principal Contractor must meet.</p> <p><i>Independent Chair</i></p> <p>10.5 What qualifications or experience (or sourcing external input) do those responsible for preparing rail crossing designs (specifically to rural areas such as the Curban area) or dealing with farmers have in animal husbandry or stock management/movement?</p> <p>A: ARTC designs both public and private level crossings. All crossings are designed to comply with the relevant Australian and ARTC standards.</p>

NO.	DISCUSSIONS
	<p><i>During the design of crossings, ARTC liaises closely with landowners to discuss requirements (fencing, road surface treatment, etc.). Where possible, we look to incorporate this feedback into our designs.</i></p> <p><i>There are more than 23,500 railway level crossings in Australia (approximately 2,900 are on the ARTC network). As one would appreciate, safety remains paramount. ARTC regularly undertakes safety campaigns focused on level crossing safety (e.g. N2NS delivery of steel and sleepers and P2N on new active rail).</i></p> <p><i>Barbara Deans – outstanding from previous meeting</i></p> <p>10.6 How does ARTC intend to restrict the spread by construction equipment of noxious weeds, such as Hudson Pear which exists on the proposed corridor?</p> <p><i>A: ARTC Inland Rail takes this question on notice. ARTC Inland Rail will seek further advice on the matter and respond in due time.</i></p> <ul style="list-style-type: none"> • Mrs Deans commented on her question from the previous meeting regarding Hudson Pear management and asked what if the contractor makes a mistake and doesn't take necessary risk management precautions or actions? <p><i>A: Mr Errington responded that if an error occurs the contractor will be penalised – there will be processes set out in the contract to address such occurrences, which will meet regulatory requirements. Mr Rymer advised that in the tender assessment process the environmental management capability of the tenderer will be examined, together with the prospective contractor's experience in dealing with projects of this scale. Kookie Aitkens asked will there be an ongoing auditing process? Mr Rymer confirmed that regular monitoring and auditing of the contractor's performance will be undertaken by ARTC. Mr Errington added that consultation will occur with the regional weed authority regarding weed management and effective protocols will be implemented.</i></p> <p>10.7 How many forced easements will ARTC be applying for in the EIS and can a map of these be provided?</p> <p><i>A: ARTC Inland Rail requests further clarity on this question.</i></p> <p><i>Chairs note: In respect of Mrs Dean's questions regarding the property acquisition process, the Chair advised that this question had been responded to earlier in the meeting by Mr White of TfNSW and himself.</i></p> <p>Narrabri Sub-committee</p> <p><i>Cindy Neil</i></p> <p>10.8 Does acquisition start when the EIS is presented or acquisition only starts after EIS is accepted by the government.</p> <p><i>A: The acquisition process will commence after the Reference Design is completed and the final alignment confirmed.</i></p> <p>10.9 The CCC was previously going to organise an authority to speak on acquisition and compensation. If this has not been done could it be organised for next meeting?</p> <p><i>A: The property acquisition presentation was made to May 2019 meeting.</i></p> <p><i>Chair's note: A copy of this presentation was provided to the community member.</i></p>

NO.	DISCUSSIONS
11. General Business	<ul style="list-style-type: none"> • Insurance – Mrs Deans sought more detail on the level of insurance that landholders may require should there be an incident adjacent to their property. She noted the response - “ARTC currently has comprehensive insurance coverage in place for damage to third party property across the Inland Rail Program and to provide coverage for ARTC’s liability to landowners. ARTC is contractually liable for activities conducted by ARTC or its contractors on private land, not the landowners.” Mr Munoz responded that he could not advise any level of insurance that landholders should hold. He indicated he would make further inquiry, but landholders should seek their own insurance advice. • Fencing – Mrs Deans requested confirmation as to who is responsible for maintenance of fencing along the Inland Rail alignment. Mr Rymer advised that ARTC will be responsible for the ongoing maintenance of fencing in the rail corridor. Mr Giggacher advised where urgent repair work is undertaken by a landholder, as an interim measure, there is a process to recover these costs. Mr Munoz indicated that at the completion of construction a handover process will be followed to ensure landowners and rail operators understand the maintenance responsibilities. • Historical questions - Mrs Deans requested additional information in respect of historical questions 10.1 and 10.8 referred by the Chair to the Department of Infrastructure, Transport, Cities and Regional Development in 2019. Mr Munoz indicated he would investigate the responses. Chair’s note: The CCC has previously determined that these questions fall outside the responsibility of the CCC and were consequently referred to the Commonwealth agency for response. Further, clarification of the responses provided in the Department’s advice of 31 July 2019 should be pursued through the Senate Inquiry and not through the CCC. • The meeting closed at 5.15 pm

Actions

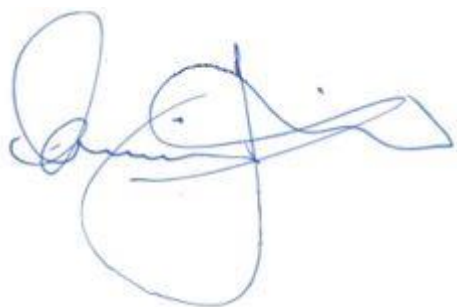
NO.	ACTIONS	ACTION BY	DUE DATE
1.	That ARTC provide an update on the timeline for completion of the 70% stage of the EIS at the May 2019 meetings of the CCC. – deferred at May meeting.	PM COMPLETED	25/02/2020
2.	That ARTC provide a report on the financial implications (positive/negative) of product transfer from the farm gate to the anticipated Inland Rail load out points, relative to existing freight movements from the farm gate to current freight hubs, to a future CCC meeting. <i>Chair’s note: Some aspects of the financial implications of product transfer from the farm gate were covered in Michael Clancy’s presentation. However, it is suggested that a specific comparative example of current freight movement costs relative to opportunities provided by Inland Rail should be presented at a future meeting.</i>	ME	TBC
3.	That ARTC provide a report on the scope of the Economic Assessment addressing the impacts of the rail corridor bisecting properties to a future CCC meeting.	ME	Draft EIS Briefing Session (timing TBC)
4.	The Chair to refer Other Agenda Items questions regarding historical matters associated with the Inland Rail project to the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development for comment.	MJS COMPLETED	24/09/2019
5.	That ARTC update its community engagement data base to include the email addresses of all N2NCCC members.	PM COMPLETED	13/03/2020

NO.	ACTIONS	ACTION BY	DUE DATE
6.	That ARTC provide a report on how remote properties that experience silence at night will be considered in the noise assessment at the next meeting of the Sub-committee.	ME	Draft EIS Briefing Session (timing TBC)
7.	That ARTC provide an updated noise logger location map at the next meeting of the CCC.	ME COMPLETED	13/03/2020
8.	The Chair shall prepare a draft protocol for consideration by the Committee in respect of community observers be invited to ask questions of the proponent during CCC meetings.	MJS COMPLETED	21/10/2019
9.	The Chair to ascertain if documents are available from the Commonwealth Department of Infrastructure, Transport, Cities and Regional Development regarding historical matters dealt with in Action 4. <i>Chair's note: The CCC had no authority to seek release of documents from the Commonwealth agency. Should information be required from historical documents this should be requested through the Senate Inquiry?</i>	MJS COMPLETED	25/02/2020
10.	That ARTC advise when it will meet with local government regarding social impact assessment issues and to advise when the Focus Area has been confirmed. <i>Focus Area confirmed – 25/02/2020</i>	ME COMPLETED	25/02/2020
11.	That ARTC advise what the total tonnage of material will be drawn from the borrow pits at the next meeting.	ME	Draft EIS Briefing Session (timing TBC)

Next Meeting

The next meeting tentatively scheduled for early May 2020.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair

30 March 2020