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Meeting minutes

IDD CCC Meeting 9

Date / Time

23 June 2020
6.00pm to 8.00pm AEST

Location

Online

Facilitator

Bill Armagnacq

Minute taker

Willow Hart

Distribution

All

Attendees (Show organisation if not ARTC)

- ▶ Bill Armagnacq – IDD Chair (BA)
- ▶ Chris Joseph - CCC member (CJ)
- ▶ Clinton Weber - CCC member (CW)
- ▶ Gary Garland - CCC member (GG)
- ▶ Ken Murphy - CCC member (KM)
- ▶ Kylie Schultz - CCC member (KS)
- ▶ Lance MacManus - CCC member (LM)
- ▶ Paul McDonald - CCC member (PM)
- ▶ Paul Hanlon - CCC member (PH)
- ▶ Phoebe Mitchell - CCC member (PM)
- ▶ Rob Loch - CCC member (RL)
- ▶ Vicki Battaglia - CCC member (VB)
- ▶ Thomas Draper - CCC member (TD)
- ▶ Drue Edwards, Department of Infrastructure, Transport, Regional Development and Communications (DE) (part of meeting)
- ▶ Rob McNamara - ARTC Inland Rail (RMc)
- ▶ Rob Smith - ARTC Inland Rail (RS)
- ▶ Andrew Roberts - ARTC Inland Rail (ARo)
- ▶ Helen Williams - ARTC Inland Rail (HW)
- ▶ Jo Tait - ARTC Inland Rail (JT)
- ▶ Sarah Delahunty - ARTC Inland Rail (SD)
- ▶ Willow Hart - ARTC Inland Rail (WH)
- ▶ Chris Leslight - ARTC Inland Rail (CL)
- ▶ Giano Terzic - ARTC Inland Rail (GT)
- ▶ Rebecca Pickering - ARTC Inland Rail (RP)
- ▶ Katie Unipan - ARTC Inland Rail (KU)
- ▶ Brendan Nerdal - ARTC Inland Rail (BN)

Apologies (Show organisation if not ARTC)

- ▶ Todd Rohl - CCC member (TR)
- ▶ Larry Pappin - CCC member (LP)
- ▶ Fiona Kennedy - ARTC Inland Rail (FK)

Guests (Show organisation if not ARTC)

- ▶ Kathryn Silk - Department of Infrastructure, Regional Development and Cities (KS)
- ▶ Orren Farrington - DNRME representative (OF)
- ▶ Craig Sleeman - Toowoomba Regional Council (CS)
- ▶ Trevor Mitchell - Toowoomba Regional Council (TM)
- ▶ Pat Weir - Member for Condamine (PW)
- ▶ John McVeigh - Member for Groom (JMV)

Discussions

NO.	ACTIONS
1	<p><i>Welcome, introductions and conflicts of interest</i></p> <ul style="list-style-type: none"> ▶ Chair welcomed the committee including new member Thomas Draper. ▶ Thomas Draper delivered an acknowledgement of Traditional Owners ▶ Chair noted observers online

	<ul style="list-style-type: none"> ▶ Chair noted ARTC staff were online to present and respond to questions during the meeting ▶ Chair noted the meeting was recorded for meeting minute purposes. <p>Conflict of interest</p> <ul style="list-style-type: none"> ▶ The Chair noted the conflicts of interest register and committee to inform Chair of any changes or updates. <ul style="list-style-type: none"> ▶ No changes <p>GG raised the potential perceived conflict of interest for the SDDCCC Chair in relation to the McIntosh Report.</p>
2	<p><i>Actions from previous meeting</i></p> <ol style="list-style-type: none"> 1. Provide information about what the CCC members would like included for a field trip – Ongoing. Some committee members have provided feedback. Any additional feedback to come to Chair. Field trip will be 3 – 3.5hr on a Saturday and all committee are to try to attend 2. Regional benefits to be added to the agenda - ACTION CLOSED. 3. ARTC to advise of the acquiring authority for Inland Rail in Queensland - ARTC will inform members when there is a formal agreement/announcement - ongoing 4. Members to consider who and in what capacity to invite from Toowoomba Regional Council to future CCC meetings. Members to inform the Chair. ACTION CLOSED. Cr Carol Taylor from Toowoomba Regional Council declined invitation. 5. CCC members to send Chair suggested agenda items - Ongoing. <p>CCC members to let Chair know if they would like to invite the Office of the Coordinator General to present at a CCC meeting about the EIS process – ongoing. If CCC members agree, Chair will invite the Office of the Coordinator General to present in August (TBC)</p>
3	<p><i>Cecil Plains Route Review update</i> - Department of Infrastructure, Transport, Regional Development and Communication (DITRDC)</p> <ul style="list-style-type: none"> ▶ Chair welcomed Drue Edwards (DE) from the Department of Infrastructure, Transport, Regional Development and Communication ▶ DE provided an update on the independent flood panel <ul style="list-style-type: none"> ▶ Will review the 21 models that have been developed to model the impacts of Inland Rail structures and provide report back to government on how these models stack up against national standard. ▶ Reviewing appropriateness of structures to cope with the conditions of the floodplain environment. ▶ There will be an opportunity for community to make submissions to the flood panel via email to raise their concerns. ▶ Close to making an announcement about the people/organisations on the panel but want to assure committee that people will see the seniority and expertise of those appointed. ▶ The final Terms of Reference will list the 21 catchments when made public in the near future. <p>Questions/comments</p> <ul style="list-style-type: none"> ▶ PM: Concerned about water runoff and water backing up, particularly around Gowrie Mountain through Dry Creek. ▶ DE: Important to understand best practice. Looking at the structures in relation to reference design ▶ PM: Are you going to touch on why route is where is it in relation to communities, transport, regional development? ▶ DE: No ▶ KS: Water levels are different to flood model.

- ▶ DE: The review will assess this.
- ▶ KS: Will the review panel communicate with the farmers?
- ▶ DE: The approach and timing is still being determined.
- ▶ VB: Are we able to see the data so we can provide feedback? Can the terms of reference be broadened to cover all the models and waterways?
- ▶ DE: Will investigate this and discuss with ARTC regarding releasing the models.
- ▶ RS: Baseline flood modelling results and the output results of the flood modelling with design solutions in place have been shown to all landowners where an impact was shown, and we have received their comments.
- ▶ VB: Floods don't stay on dissected properties they also affect those outside the corridor. Would be good if ARTC could just release the models and results of models so that people in the community can review them.
- ▶ KS: Asked for clarification on whether ARTC met with landowners only if available when we were there.
- ▶ RS: We attempted to have face-to-face meetings and where landowners chose not to have a meeting, we called them to talk through the information.

- ▶ DE provided an update on the Cecil Plains Route Review
 - ▶ Government announcement of the assessment of the forestry route is to be undertaken
 - ▶ Ongoing media in the region around the announcement
 - ▶ Current position is the government will consider the proposed forestry route to Gowrie via Cecil Plains. Now working through that process of identifying what that route potentially is.
 - ▶ ARTC has been tasked with compiling the data that is required to measure the attributes of the route in terms of Inland Rail's service offering, including transit times, reliability, cost of the route in terms of cost competitiveness so that there can be a comparison between the two routes.
 - ▶ The department is engaging an independent consultant to review:
 - ▶ the data collation
 - ▶ how the data has been used
 - ▶ the methodologies used to assess both the forestry route and current route.
 - ▶ The consultant's report will go back to government for their consideration – it is a government consideration not ARTC - and the government will decide when it will be released.

Questions/comments

- ▶ KM: Is there an idea of timing on when decision may be made?
- ▶ DE: ARTC has been tasked with data collection and the department is in process of engaging consultant to review. Cannot provide more information about timeframes until these tasks are completed.
- ▶ GG: Will the water solution document and FFJV document be used in this review?
- ▶ DE: There is no flood model for the Cecil Plains route. Looking at service model needed to meet objectives of service offering
- ▶ VB: Cecil Plains provides some additional economic benefits that are not seen on the other route such as the mining and exploration licences over the forestry and cotton gins, grain etc - will these be added into this mix?
- ▶ DE: Part of looking at the attributes of each route is understanding the pros and cons and the benefits of changing an alignment. Yes, they may be identified.
- ▶ PM: The federal government has mentioned fast-tracking Inland Rail. Concerned about what this means. Need to take time to review forestry route and give the due consultation required. People's lives and livelihoods affected here.
- ▶ DE: Inland Rail is a priority infrastructure project for the Australian and Queensland governments. When we talk about fast tracking, we are talking about examining and reviewing bureaucratic

	<p>processes that involve the government that might cause delays. Fast tracking is not about missing out on checks and balances.</p> <ul style="list-style-type: none"> ▶ RL: Are we going to have an opportunity for community consultation and input? Community input may help community acceptance. ▶ DE: Still looking at how the route review will be communicated. I believe we will need to consult. We are still determining where and when. ▶ ACTION: DE to provide more information about engagement and timing. <p>Chair asked that any further questions be directed to himself or WH and they will be directed to DE for a response.</p>
<p>4</p>	<p><i>Cultural heritage update</i></p> <ul style="list-style-type: none"> ▶ DM provided an Aboriginal Cultural Heritage update <ul style="list-style-type: none"> ▶ The Aboriginal Cultural Heritage Surveys for the Border to Gowrie and Gowrie to Helidon projects were undertaken between October 2019 and March 2020 ▶ Scarred or modified trees and various stone artefacts were located and collected during these surveys ▶ Further investigations are ongoing. These investigations will continue during the assessment, design and construction phases. ▶ Geotechnical investigation locations are assessed by the Traditional Owners in line with the provisions of the approved Cultural Heritage Management Plans. ▶ TD: Introduced himself as the new Indigenous representative on the committee. Still learning about the project. Grew up in Moree and now lives in Toowoomba. Played a lot of footy in Pittsworth. I want to make sure Cultural Heritage is looked at as part of the project. ▶ ACTION: DM and TD to arrange a catch up. COMPLETED ▶ CJ: asked how many different tribes in the area. ▶ DM: Bigambul, five individuals and Western Wakka Wakka. ▶ DM provided a European/historical Cultural Heritage update <ul style="list-style-type: none"> ▶ A full assessment of European Cultural Heritage has been undertaken on the Border to Gowrie project alignment. ▶ 34 areas of interest have been identified on the alignment and include a mix of agricultural structures and railway infrastructure. ▶ 21 of the sites are located within the construction footprint and these will be managed under the conditions set out in the Heritage Assessment completed under the EIS. ▶ These management measures will include avoidance where possible, archival recording, archaeological surveys and the removal of any buildings.
<p>5</p>	<p><i>Pittsworth grade separations</i></p> <p>PH shared community feedback about the reference design at Pittsworth</p> <ul style="list-style-type: none"> ▶ Personal view - don't believe that it is the right route; however, would like to address the issues in front of the Committee and to work to mitigate impacts ▶ Currently the design is showing two rail/road crossings on the residential side of Pittsworth. Community feedback is suggesting that if the rail line could be dropped to ground level down approximately 7 metres and cut through the hill, this could bring road over rail. This could help the community – improve visual and noise impacts. It also seems like it could be a cheaper option as would only be one crossing not two. ▶ RS: ARTC have done some investigation based on the feedback from PH. Potentially no impact to the reference design project footprint but could challenge some of the rail gradients.

	<ul style="list-style-type: none"> ▶ AR: Inland Rail caught up with PH last week to discuss feedback. Following on from the discussion we have identified that Tip Road is a fixed point (level crossing) and the other fixed point is the crossing loop at Linthorpe Road. The change to design would impact cuttings and embankments. Now need to consider what the changes to the road mean – need to look at the consolidation of roads – Lochaber/Paint Mine/McEwan Lane into Oakey Pittsworth Road grade separation. Still a lot of work to do conceptually to work out if this is a feasible option and stay within the footprint. It's a complex integrated road rail solution that we need to understand further. ▶ AR: What are the committee's thoughts and feedback regarding potential closure of Lochaber Road? ▶ PH: With the location of Oakey-Pittsworth Road there is not a lot of traffic Lochaber Road – very minor road. Don't see closure as a major issue. Feels most people in the community, if the alignment cannot be moved further away would prefer to get it to be closer to ground level to improve noise and visual impacts. ▶ KS: noted Lochaber Road has houses and school bus route and Paint Mine Road has businesses in it ▶ PH: highlighted Paint Mine Road is cut off in current design anyway ▶ RL: noted that boarding kennels on Paint Mine Road and very busy in holiday times ▶ AR: noted ARTC received this information and other local feedback in previous consultation. <p>Chair thanked PH for bringing the feedback to the committee and commended ARTC for reviewing and considering the feedback and will continue to do so.</p>
<p>6</p>	<p><i>Project benefits</i></p> <p>JT presented about how industry can tie-in to Inland Rail:</p> <ul style="list-style-type: none"> ▶ How ARTC works <ul style="list-style-type: none"> ▶ ARTC is a business and our 100% shareholder is the Federal Government ▶ ARTC is tasked with delivering Inland Rail ▶ Across five states ARTC manages and maintains an 8,500km rail network ▶ ARTC does not run trains ▶ Rollingstock operators buy train paths off ARTC ▶ ARTC Network <ul style="list-style-type: none"> ▶ Interstate network – East West Corridor ▶ Interstate network – North South Corridor ▶ Hunter Valley Network ▶ Service offering <ul style="list-style-type: none"> ▶ 98% reliability ▶ Ability of a train to make it between Melbourne and Brisbane in 24 hrs or less ▶ Price competitiveness (with trucking) – cost available on ARTC website ▶ Increasing Rail's share to more than 60% freight between capital cities <ul style="list-style-type: none"> ▶ 2015 = Road 4.7mt, Rail 2.0mt ▶ 2030 (with Inland Rail) = Road 4.8mt, Rail 5.7mt ▶ 2050 (with Inland Rail) = Road 6.8mt, Rail 11.1mt ▶ mt = million tonnes ▶ Developing sidings and terminals <ul style="list-style-type: none"> ▶ The development of sidings will be driven by the market. Private enterprise will determine where is viable to locate and operate a siding or terminal ▶ There is no predetermined location or number of sidings for Inland Rail ▶ How dual gauging works <p>Questions:</p> <p>VB: Any indication on how many trains need the 24hr alignment.</p> <p>ACTION: Inland Rail to provide an update about how many trains need the 24-hr alignment.</p>

HW presented about the social performance program:

- ▶ ARTC recognises its responsibility to deliver and operate Inland Rail with the least social impact possible, while enhancing the benefits Inland Rail will deliver to the people of Australia at both a local and national scale
 - ▶ Workforce management
 - ▶ Local and indigenous industry participation
 - ▶ Housing and accommodation
 - ▶ Health the community wellbeing
 - ▶ Community and stakeholder engagement
- ▶ ARTC is committed to supporting local and Indigenous industry participation in Inland Rail
 - ▶ Supplier capability development
 - ▶ Communication
 - ▶ Procurement strategies
 - ▶ Governance and reporting
 - ▶ Inland Rail Operations (ARTC Interstate Network)
- ▶ Current status
 - ▶ Social Impact Assessment draft completed
 - ▶ Mental Health support initiatives underway
 - ▶ Inland Rail Skills Academy:
 - ▶ working with RSIS and Council representatives on skills development opportunities
 - ▶ MOU with Construction Skills Queensland
 - ▶ targeted Indigenous Skills Program
 - ▶ Planning for business capability sessions in the near future

Questions:

- ▶ TD: Mentioned many larger projects have got local and Indigenous participation wrong by offering roles that don't suit the skill sets. A lot of people are not looking for entry level jobs. Need to push contractors to allow more opportunities to allow for growth.
- ▶ HW: ARTC have a dedicated Indigenous Participation Advisor: Ashley Williams. Part of Ash's role is understating skills gap and what can be done to prepare.
- ▶ VB: As seen with COVID sourcing materials overseas can be difficult. Is ARTC looking at local options?
- ▶ HW: Inland Rail has an Australian Industry Participation Plan – aligning with the Australian Government's Australian Industry Participation Strategy. This plan looks at maximising Australian business and industry participation in the project. Also, at state and project level approvals look at how we can not only maximise Australian and state participation but also what can we do to support local business participation.
- ▶ VB: Requested the SIA and EIS are released to the community. This would allow the community to engage consultants and prepare for EIS submissions.
- ▶ HW: SIA (Social Impact Assessment) has been presented to CCC by consultant about high level findings
- ▶ RS: Generally, across Queensland we don't release the EISs publicly before we submit it through to the OCG as part of their process to check it for adequacy and then release for public notification.
- ▶ RP: What has previously been provided to the OCG was a copy for what is called an adequacy review. The EIS is not finalised or ready to give in any formal sense. The CCC is a very important part of ensuring the community is kept informed of the progress of all of the studies that are collated into the EIS. Still happy to take questions in advance of the EIS if there are specific areas that there are questions. But we need to follow the process of the compilation of the EIS. We have been deliberately bringing information to forums like this, our community information sessions and newsletters to keep people up to speed.

	<ul style="list-style-type: none"> ▶ RL: Flood modelling reports have not been made available. Various consultant reports or investigations have been presented very briefly to CCCs. In a lot of instances, it is very hard for the committee or community to get their heads around what is in there and be convinced that the work has been done and addressed the right issues. This is partially due to the work that has been done which is hard to present in 10 – 15 minutes. It does mean when the EIS is finally released, the community is going to get to see it properly and in detail for the first time. It would be good to release the reports prior the EIS public notification ▶ RP: Inland Rail is happy to provide additional briefings. Please contact WH and RS if a pre-briefing ahead of the release of the EIS is required. If the community has interests in particular areas we are working on, we happy to take your requests and get you across what you are seeking. ▶ LM: On what basis will contractors have to report to ARTC? What are the targets they are aiming for? ▶ HW: Contractors will need to report to us. Specific targets will be different from project to project based on the specific demographics of each community. Some demographics change quite dramatically – e.g. Indigenous population and unemployment rates. ▶ LM: Does ARTC incorporate the economic impacts of the secondary works such as TMR and TRC? ▶ HW: Current reporting on NSW Inland Rail projects does not look at this. ▶ VB: In the Parkes EIS it says there are no offsets in the alignment from Melbourne to Brisbane for koalas and koala habitat. It says there are some offsets available somewhere in coastal NSW. Want to know how those offsets work – do you physically take koalas from here and move them to NSW? ▶ RP: There is a Koala Management Plan. For any koalas who need be removed we will use registered fauna handlers to relocate them nearby. Fauna handlers are the experts who advise how far to move koalas from the construction site. When we talk about offsets, we are talking about the vegetation that the animals require. If we need to remove habitat, we need to make arrangements that preserve at least the equivalent hectares that are removed. It is actually quite a complicated scheme and I haven't done it full justice in explaining it but the koalas themselves are not relocated long distances, I can assure you that. ▶ RS: It is actually part of a specific Koala Management Strategy that we are developing. <p>ACTION: Inland Rail to follow up with PM about impacts to Gowrie water flows and impacts.</p>
7	<p>General business</p> <ul style="list-style-type: none"> ▶ Chair: Any further questions. <ul style="list-style-type: none"> ▶ No questions asked ▶ Gowrie Progress Association representative has not been confirmed <p>TD: Thank you for having me join committee. If anyone would like to catch up, please reach out.</p>
8	Conclusion

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Provide information about what the CCC members would like included for a field trip	CCC member	Next meeting
2	ARTC to advise of the acquiring authority for Inland Rail in Queensland - ARTC will inform members when there is a formal agreement/announcement	Inland Rail	Ongoing
3	CCC members to send Chair suggested agenda items	CCC members	Next meeting
4	DE to provide more information about engagement and timing	DITRDC	30 July 2020

5	CCC members to submit any additional questions re flood panel and route review to Chair or Inland Rail Engagement team for DE to respond to	CCC members	Next meeting
6	DM and TD to arrange a catch up	Inland Rail	COMPLETE D
7	Inland Rail to provide an update about how many trains need the 24-hr alignment.	Inland Rail	Next meeting
8	CCC members to let Chair know if they would like to invite the Office of the Coordinator-General to present at a CCC meeting about the EIS process	CCC members	Next meeting
9	Inland Rail to follow up with PM about impacts to Gowrie water flows and impacts	Inland Rail	COMPLETE D

Next meeting

6.00pm to 8.00pm Tuesday 25 August 2020

Conflict of interest declaration

NAME	DECLARATION
Bill Armagnacq	None
Clinton Weber	Owner of Gowrie One Stop Shop
Lance MacManus	Employee of TSBE
Todd Rohl	CEO of Toowoomba Chamber of Commerce
Larry Pappin	Member of IDIRAG
Vicki Battaglia	None
Rob Loch	Owns property within the project footprint
Chris Joseph	Director of SQ Landscapes
Gary Garland	None
Ken Murphy	CEO of Kath Dixon
Kylie Schultz	Owns property within the project footprint
Paul Hanlon	Owns property within the project footprint
Paul McDonald	None
Phoebe Mitchell	Resident of Gowrie Mountain, but not within the project footprint
Thomas Draper	Delivering a training program for Inland Rail. The money from delivering the training program goes to not-for-profit trust fund