

MEETING MINUTES
A2I Inland Rail Albury to Illabo
Albury Sub-Committee
Community Consultative Committee

DATE / TIME	LOCATION	
24 February 2021 9.000am	Banquet Hall, Albury Entertainment Centre	
FACILITATOR	MINUTE TAKER	DISTRIBUTION
Garry West	Garry West	Albury to Illabo CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ Dennis Toohey (Border Rail Action Committee)
- ▶ Les Fraser (Culcairn Development Committee)
- ▶ Michael Oliver (Greater Hume Shire Council)
- ▶ David Christy (Albury City Council)
- ▶ Alex Berry (Albury Business Connect)
- ▶ Bill McDonnell (NSW Farmers)
- ▶ Paula Sheehan (Holbrook/Murray Landcare)
- ▶ Melvyn Maylin (A2P Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Casey Bootsma (Stakeholder Engagement Advisor A2I)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Cr Kevin Mack (Albury City Council)
- ▶ Alister Lunn (Director West, Community and Place, Regional and Outer Metropolitan, Transport for NSW)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Amber McSwiney (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)

Discussions

NO.	DISCUSSIONS
1.Welcome & Introductions	The Chair welcomed all to the meeting and thanked members for nominating. The Chair sought agreement for him to record the meeting for the purpose of preparing minutes. No objections.
2.Declarations of Interest	Mr West advised the meeting that he was appointed as the Independent Chair of the CCC by the NSW Department of Planning, Industry & Environment (DPIE) and is paid by ARTC.

NO.	DISCUSSIONS
<p>3.Proponent’s Reports</p>	<p>Melvyn Maylin (A2I Project Director) Provided an overview of the Australian Rail and Track Corporation (ARTC) and the Inland Rail Project, which is a priority infrastructure project for the Australian Government. Advised the Inland Rail route is 1,700km long and is divided into 13 distinct projects of which Albury to Illabo (A2I) is one. Some of the projects are greenfield (i.e. New corridor, including completely new design and new track) and others are brownfield (i.e. Use existing corridor, some including upgrade, others are enhancement). A2I is an ‘Enhancement’ project requiring horizontal and vertical clearance works at specific sites to accommodate the operation of double stacked trains. A2I spans 185kms of existing rail corridor from the Victoria-NSW border at Albury, travelling through Wagga Wagga and Junee to Illabo.</p> <p>The project was declared a State Significant Infrastructure project in May 2020 and preparation of the Environmental Impact Statement (EIS) has commenced. WSP has been appointed as the service provider to deliver both the Reference Design and the EIS.</p> <p>The A2I project is at the reference design stage, with early design being delivered in January 2021. Reference design is described by three stages, 30%, 70% and 100%. Early reference design is 30%.</p> <p>The A2I project is in Phase 2, the feasibility phase which includes community consultation, site investigations, feasibility design, and the EIS. To prepare the EIS a number of investigations are undertaken including ecological surveys, geotechnical surveys, cultural heritage surveys, utility identification surveys, noise, air quality and vibration surveys. A slide in the presentation showed predicated numbers of trains that are to use the A2I section over each 24-hour period.</p> <p>The EIS approvals pathway and the planning approval process was outlined in detail. The EIS lodgement with DPIE is planned for early 2022.</p> <p>The Multi-Criteria Analysis (MCA), a standard industry process, is used by Inland Rail as an options selection process. That is setting the criteria and ranking the alternatives to justify the key decisions. It is not a ‘black & white’ exercise, but it does add rigor to the process of achieving a balanced outcome of the project.</p> <p>The project is broken into different work packages. That is the Albury Package, the Greater Hume – Lockhart Package, the Wagga Wagga Package and the Junee Package. The works in each package was detailed in the presentation. (See</p>

NO.	DISCUSSIONS
	<p>presentation). There was discussion about what options are available for the now decommissioned Culcairn footbridge once it is removed, including the possible use of part of the bridge by the local community. No final decision has been made at this stage. At the next CCC meeting there should be more detail available for each of the works proposed within each package.</p> <p>Other works within the rail corridor include what is generally described as Yard & Track works such as track modifications, gantry modification, and slewing of loops and main lines. Slew means moving tracks sideways.</p> <p>Q. Track lowering was mentioned as an option for some of the works, as the line is currently operational, how do you undertake those works?</p> <p>A. Doing work in the operating environment can only occur during periods known as ‘possessions or closures’. Possessions are for short periods of time and closures can usually only occur twice a year and for periods of 60 hours.</p> <p>Q. What is proposed with existing rural level crossings?</p> <p>A. No change is proposed at this stage. However, if crossings are impacted by slewing, for example, there will be an assessment to see if the changes are acceptable to keep such crossings operational either as ‘passive’ or ‘active’.</p> <p>Q. What are the potential noise impacts on residents during these periods of closure?</p> <p>A. Noise impacts for all activity will be assessed as part of the EIS.</p> <p>Q. Will there be any new passing loops in the A2I project?</p> <p>A. No. Other projects such as greenfield ones passing loops will be incorporated.</p> <p>Q. The trains are currently proposed to be up to 1,800 metres long. Is that length likely to change in the future?</p> <p>A. Eventually the trains could be up to 3600 metres long but we are not providing for that now. Our brief requires us “future proof” only to the extent that it would be feasible to provide this length in future.</p> <p>Q. Is there any line straightening proposed in this project?</p> <p>A. No, not in this project.</p> <p>Q. Does the existing line have the structural capacity to handle the heavier loads that will result from double stacked trains?</p> <p>A. Yes. That is the expectation, but where the track is slewed there may need to be some reinforcing of the ballast.</p> <p>Q. Is the track able to handle the proposed speeds?</p>

NO.	DISCUSSIONS
	<p>A. Yes. Trains currently travel at speeds according to conditions and load as they will in the future.</p> <p>Q. Are the impacts on emergency services being considered?</p> <p>A. Yes, that is occurring as part of the community consultation process.</p> <p>Q. The line between Albury and Illabo currently shares both freight and passenger trains. Has there been any consultation with NSW Trains to understand their vision for the section of the line?</p> <p>A. No contact has currently been made. Have to take that as an action.</p> <p>Heath Martin (Stakeholder Engagement Manager, Southern NSW) The role of the Stakeholder Engagement team is to support the delivery of Inland Rail by helping build a social licence to operate. Capturing the information from community consultation is most important and is put into a database to help justify all elements of the project, not just the rail infrastructure. Issues for consultation for this project include the existing reputation of ARTC, change in approvals process, describing the project’s scope of works, coordination with Councils, State Government and rail operators to resolve issues, community concerns about more frequent, longer and taller trains as well as construction impacts.</p> <p>Q. There are concerns that RMS currently have to contact ARTC before large vehicles (such as road trains) can cross some level crossings in NSW. The concern is that the system is flawed and difficult, so drivers chose to cross without making contact (illegally).</p> <p>A. This is an operational question and needs to be directed to ARTC operations. The Inland Rail team will pass this feedback on to ARTC.</p> <p>Casey Bootsma (Stakeholder Engagement Advisor A2I) Provided an overview of the activities that have been conducted within the A2I project in regard to recent information sessions, stakeholder meetings & presentations relating to early reference design consultation. Investigations underway or planned include aquatic ecology, noise monitoring, heritage and social impact assessment. Provided an overview of the sponsorship and donation program.</p>

NO.	DISCUSSIONS
	<p>Melvyn Maylin (A2I Project Director) provided the A2I high level schedule which schematically lays out the timing of the various parts of the project going forward. (See presentation)</p>
<p>7.General Business</p>	<p>The Chair explained the process of drafting minutes for consultation and finalisation. The final minutes and an electronic copy of the presentation will be forwarded to CCC members and be uploaded to the Inland Rail website. Feedback from CCC members on agenda requirements is important.</p> <p>The Chair explained the split between the sub-committees. The Albury Sub-Committee covers of those assets in the local government areas of Albury and Greater Hume and the Wagga Wagga Sub-Committee cover the assets in the local government areas of Lockhart, Wagga Wagga and Junee. The minutes of both sub-committees when finalised will be uploaded to the Inland Rail website and can be accessed by all members and the public.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Consultation with NSW Trains to understand their vision for the shared use of the rail line between Albury and Illabo.	Heath Martin	Next Meeting

Next Meeting

9am Wednesday 26 May 2021. Location to be advised.

2021 Proposed Schedule: 26 May 2021, 25 August 2021 & 24 November

2021