

MEETING MINUTES

Scenic Rim Community Consultative Committee

DATE / TIME25 November 2021
5:30pm – 8:00pm**LOCATION**

Flinders Uniting Church, Peak Crossing

MINUTE TAKER

Karen Hillery

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

Ms Kathy Baburin (KB) – Chair	▶ SRCCC
Ms Jan McGregor (JM)	▶ SRCCC
Ms Rosemaree Thomasson (RT)	▶ SRCCC
Mr Robert Collett (RC)	▶ SRCCC
Ms Robyn Keenan (RK)	▶ SRCCC
Mr Mike Townsend (MT)	▶ SRCCC
Ms Narrella Simpson (NS)	▶ SRCCC
Ms Alison Duke-Gibb (AD-G)	▶ SRCCC
Ms Angela Collyer (AC)	▶ SRCCC
Mr Phillip Bell (PB)	▶ SRCCC

Apologies

Mr Simon Birrell	▶ SRCCC
Mr Adrian Stephan	▶ SRCCC

ARTC INLAND RAIL

Mr Don Piggott-McKellar (DPM)	▶ ARTC Inland Rail
Ms Amanda Quayle (AQ)	▶ ARTC Inland Rail
Ms Rosemary Judd (RJ)	▶ ARTC Inland Rail
Ms Helen Wood (HW)	▶ ARTC Inland Rail
Ms Sarah Delahunty (SD)	▶ ARTC Inland Rail
Ms Karen Hillery (KH)	▶ ARTC Inland Rail
Mr Giano Terzic (GH)	▶ ARTC Inland Rail

DISCUSSIONS

NO.	DISCUSSIONS
1	<p>Introduction and Welcome to Country</p> <ul style="list-style-type: none"> • NS provided a Welcome to Country • KB informed observers that time is allocated at the end of the Committee meeting for questions. • KB requested introductions be made by everyone seated at the table and welcomed the government representatives in the room.
2	<p>Conflict of interest</p> <ul style="list-style-type: none"> • No conflicts raised in the meeting.
3	<p>Update on previous actions</p> <ul style="list-style-type: none"> • The actions from the last meeting were to:

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- Investigate pop up Inland Rail Calvert to Kagaru community engagement sessions to continue speaking with the community. This was discussed after the actions to obtain the CCC member's feedback.
- Inland Rail to send previous actions and minutes to the SRICCC members in the week leading up to the meeting. **Closed**
- ARTC to look into whether noise contours will be included in the revised EIS (Environmental Impact Statement). The interactive noise maps will be available on the Social Pinpoint map and will be displayed in the meeting tonight. **AQ** will send a link to the interactive noise maps to the CCC members following the meeting and then start promoting it to community members via formal communications channels.
- ARTC to confirm that the most recent flood data will be incorporated into the revised draft EIS. **AQ** confirmed that it will be incorporated.
- ARTC to organise EIS interactive sessions for the key topics of interest, to be discussed tonight.
- Level crossings to be discussed at the next CCC meeting, including the Australian Level Crossing Assessment Model (ALCAM), the Middle Road assessment and the Southern Freight Rail Corridor references regarding graded separation, which will be discussed tonight.
- Request for train timetable clarification requested. ARTC sent an explanation online about the rail system software. There's no timetable available yet but rather what capacity the line can have.
 - **AD-G** commented that the explanation doesn't demonstrate how practicable it is regarding previous speed limits quoted and time taken for trains to descend and ascend. **AD-G** would like to see how 33 trains can move from Gowrie to Kagaru.
 - **RK** noted that the rationale for Inland Rail is transport from Melbourne to Brisbane in 24 hours and to be more efficient than trucks. ARTC needs to demonstrate that they are more efficient than trucks, to travel from Toowoomba to Brisbane and in a timely manner to meet the project's criteria. **RK** reflected that there must be predicted times for each section, including slowing down at the tunnel areas.
- **ACTION ITEM:** ARTC to demonstrate travel time and number of trains for Toowoomba to Acacia Ridge (including 33 trains passing in 24 hours for a project).
 - **JM** queried why freight wouldn't be taken off at Ebenezer or Toowoomba instead of being taken all the way to Acacia Ridge, as many major depots aren't in Brisbane.
- **AQ** presented potential engagement activities that could be undertaken in 2022 for CCC members' feedback. There would be one per month in addition to the EIS interactive sessions eg at markets or possibly at school pick-up times (TBC). Joint Chamber of Commerce meeting presentations are also under consideration.
 - **AD-G** advised that Beaudesert also needs to be considered for engagement activities. Boonah may be too far removed.
 - **KB** commented that having a presence for people to browse eg at shows could be good. Local shows could also be a channel to utilise.
 - **JM** raised that there is low public attendance at CCC meetings so there's a challenge on both sides to increase engagement.
 - **AQ** noted that there is a mix of public sentiment about Inland Rail - some people believe it won't happen, others are waiting for confirmation the projects are approved. Some people also know they can approach ARTC directly rather than sitting in a broader meeting.
 - **AC** commented that meetings in Peak Crossing last year were well attended.
 - **AQ** queried if attendance changed post COVID.

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	<ul style="list-style-type: none"> ▪ JM commented that the people were more engaged regarding the EIS submissions process. <ul style="list-style-type: none"> ○ AQ noted that they may have felt there was a deadline and some pressure which created engagement, which isn't there now. Whenever ARTC distributes communications information online, there is a high click-through rate. It's just the physical presence activities that are not as high. ▪ SD advised that ARTC has noticed there is a drop in attendance across all CCCs. ARTC is doing more one-on-one engagement and outreach across other areas. Discussion on some different ideas in tonight's CCC meeting is very helpful. ▪ AQ commented that some of the team members stopped at the Harrisville hotel earlier in the day and stayed for an hour talking to some of the patrons there about the Ipswich Boonah Road bridge ie an unplanned, ad hoc conversation. ▪ AD-G noted that the audience can't engage until the end of the meeting which also detracts from this situation. ▪ RK suggested that the CCC advertisements run could also include some Calvert to Kagaru (C2K) project information specific to the local area eg roads impacted. ▪ AQ agreed that ARTC could include some agenda item information in the local ads run. ▪ JM suggested that ARTC staff could designate an hour before the meeting to have a coffee and mix with the local community. ▪ AQ agreed that this happens in Beaudesert, whereby people stop staff in the street to discuss the project. ▪ JM suggested that the CCC meeting also be made online if possible, so people don't have to drive between 30 minutes to an hour (if held outside Peak Crossing). <ul style="list-style-type: none"> ○ AQ said that ARTC can look into that further. ▪ KH commented that the community engagement activities are also a way of testing different times of day and weekends. ▪ AD-G suggested that in addition to the markets, ARTC staff could visit local spots before the CCC meetings.
4	<p>Cultural Heritage</p> <ul style="list-style-type: none"> • Aunty Narrella updated the CCC about a barbecue that was held with Indigenous Elders. This was held at Queens Park in early November. The EIS, alignment, groundwater monitoring and sampling was discussed in an informal setting. • NS commented that the barbecue was good and another one will be held this weekend in Toowoomba.
4	<p>Mental Health</p> <ul style="list-style-type: none"> • KH provided an update on the mental health support. The ARTC Social Performance team met with the Darling Downs and West Moreton Public Health Network (DDWMPHN), Lives Well, Richmond Fellowship Queensland and Lifeline. A community mental health training session was funded in Rosewood. Mail-outs occurred to GPs and pharmacies through the DDWMPHN. Lives Lived Well and ARTC contacted the Flinders Medical Centre to offer brochures. A letter box drop occurred through the Public Health Network and Australia Post to promote the Beyond Blue NewAccess program, which is done twice a year. ARTC has recently renewed its contract with the DDWMPHN for another two years.

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	<ul style="list-style-type: none"> • AD-G asked if the communication with the GPs and pharmacies was different to the contact with the Flinders Medical Centre. <ul style="list-style-type: none"> ○ AQ replied that ARTC met with the respective organisations who then contacted the GPs and pharmacies across the Queensland project areas. • AD-G enquired where the Australia Post letter box drop occurred. <ul style="list-style-type: none"> ○ AQ advised that all of the postcodes are on file and can be provided if requested. This included the C2K alignment and were not Inland Rail branded. • AD-G queried if any of the CCC members received one of the letter box drop mailings. <ul style="list-style-type: none"> ○ KB replied that she received this information. ○ AQ commented that ARTC have some of the flyers here tonight which people can review to see if they received it. ○ AD-G said that she can talk to the postman whether he/she received them. ○ DPM added that it would be good to have this validated as ARTC pushed this quite hard. He advised that some were dropped at the medical centre on the way through. ○ AD-G replied that it can have a dual benefit for both ARTC and also COVID-related matters. • RK asked if the mental health program run by the Wesley could do something similar. This is important for the Kagaru to Acacia Ridge and Bromelton (K2ARB) communities as well as C2K. <ul style="list-style-type: none"> ○ AQ noted that ARTC have asked whether the Wesley could do something similar to the NewAccess program. • AD-G asked if a non-branded ad could also be placed in local papers, including the Moreton Border News. <ul style="list-style-type: none"> ○ ACTION ITEM: ARTC to confirm if NewAccess mental health ads can go into local newspapers.
5	<p>Level Crossing assessment methodology</p> <ul style="list-style-type: none"> • RJ presented slides on the assessment of the treatments at road/rail interfaces. Refer slide pack. • AQ confirmed that grade separation means where there is an overpass or underpass. • RJ outlined that an active level crossing is a signalised crossing with flashing lights and boom barriers. • DPM noted that since the release of the draft EIS the proposed level crossing at M Hines Road has been reassessed with updated data, and an active level crossing is now proposed instead of a passive level crossing. This has previously been shared with the community. • RK commented that the word 'reasonable' is often used by government or organisations and can be open to interpretation. She understood that it was governmental policy that any new intersections with road/rail should be grade separated, as was noted in the Southern Freight Rail Corridor document. <ul style="list-style-type: none"> ○ RJ replied that 'reasonably practicable' considers the likelihood and consequence of a risk. Legislations refers to no new level crossings where possible. • RK raised a proposed level crossing on Washpool Road, which will be shown as a passive level crossing in assessments as the road has low traffic volumes but will have poor visibility coming out of a cutting. <ul style="list-style-type: none"> ○ RJ confirmed that all public level crossings within C2K are currently proposed as active level crossings which have flashing lights and boom barriers, as well as advanced warning signs on the approach to the crossing. • AD-G enquired as to what was occurring with the Middle Road crossing. <ul style="list-style-type: none"> ○ RJ confirmed that a lot of submissions had been received about the Middle Road crossing. The level crossing at Middle Road is being reassessed and ARTC is working with council to explore alternative options for Middle Road.

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	<ul style="list-style-type: none"> ○ AD-G asked when the community can advocate for this. ○ AQ replied that the EIS was the opportunity and the OCG has requested ARTC re-run the assessment of level crossings. ○ RK asked what would happen if the tool said to grade separate. ○ DPM said if ARTC's Risk Tool indicates a grade separation is required, then a grade separation would be implemented. ● KB enquired why ARTC don't just grade separate Middle Road, with all of the community concern about it. <ul style="list-style-type: none"> ○ AQ advised that a consistent approach needs to be applied across all level crossings. Council are strongly advocating for an alternative solution at Middle Road and it is discussed regularly at working group meetings. ● RT enquired if the future traffic has been considered in the level crossing treatment planning. <ul style="list-style-type: none"> ○ RJ noted that ARTC's level crossing assessments are based on 2040 forecasted traffic data. ● AD-G asked about how Middle Road data was calculated differently to other roads, as raised at the last CCC meeting. <ul style="list-style-type: none"> ○ RJ advised that Middle Road has been assessed consistently with all level crossings across the alignment. A SIDRA analysis was also completed for Washpool and Middle Road level crossing to look at the intersection functionality. AD-G noted that markers had recently been placed on these roads, so more assessments may have been undertaken. ○ RJ confirmed that council had undertaken new traffic counts recently for ARTC's assessments.
6	<p>Interactive noise maps</p> <ul style="list-style-type: none"> ● AQ commented that from the EIS feedback, people had difficulty reading the noise maps. ARTC has been working on utilising latitudes and longitudes to extract the noise data/levels for all of these properties and reflect it in the interactive map. AQ demonstrated clicking on the aqua graphic 'ear' to show the noise levels. C2K will have 'category new' which indicates new rail, vs 'category existing' ie existing rail for some projects. 'Operational noise' is broken down by time and the estimated noise level eg 10pm to 7am, estimated at 47 decibels. ● JM asked for an explanation of 'LAeq' vs 'LAX'. <ul style="list-style-type: none"> ○ HW explained that LAeq is the weighted average over the time period and max is the maximum noise level at that site. ● AQ advised that the ARTC criteria is at the bottom of the interactive noise map box eg LAeq day is 60 decibels, night time is 55 and a maximum pass-by is 80 for the noise mitigation triggers. ● DPM added that the maximum is the noise level when the train is at its noisiest point, as it is passing by. The averages are the day and night averages. ● RT enquired about vibrations as a community member is deaf but is woken by the vibrations of the trains in Rosewood. <ul style="list-style-type: none"> ○ DPM advised that vibration is a core part of the modelling/assessment that is undertaken. It doesn't form part of the interactive noise map tool but is part of ARTC's assessment. ○ RT asked if the vibrations have been mapped or are still to be done. ○ DPM remarked that the modelling and assessment has been undertaken for vibration, however hasn't been mapped in the same way as noise. It is not something ARTC is planning on doing but the information is available for those interested. ○ MT said that a linking update would be ideal. ● KB remarked that she thought they would be able to click and hear a noise of what the train would sound like.

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	<ul style="list-style-type: none"> ○ DPM advised that ARTC isn't planning on doing 'auralisations'. It can depend on how loud people's speakers are, and if people are wearing headphones and are just focussing on the noise, the way they experience the noise is different to what it's like in the real world. ARTC has been discussing whether a CCC meeting can be booked somewhere near a train line when a train is due to pass by, which is more practicable than an auralisation. ○ KB asked if the noise of 46 decibels of a train would be different to 46 decibels of a cow mooing. ○ DPM noted that the noise level is the most prominent thing in experiencing noise. There are plenty of comparisons online and levels of noise eg 80 decibels sounds like a lawn mower etc. ○ RK commented that the trains at the Kagaru/Undullah Road intersection were measured at 78 decibels. She noted that in wintertime, the 'low velocity noise' of a train coming out of a cutting hits her house loudly. ● KB queried if the Committee is interested in experiencing a meeting somewhere to hear the noise of a train passing. <ul style="list-style-type: none"> ○ RK noted that the closest location is the standard gauge line but the timetables are sometimes not reliable from past experience. ○ AD-G remarked that they want it to be going past, hearing what it's like near someone's house.
7	<p>Engagement and Addressing updates for the EIS</p> <ul style="list-style-type: none"> ● AQ advised that this section will cover the next scope of work to address the EIS updates and how ARTC is looking at addressing each of the chapters. There are some elements that ARTC will undertake, such as desktop studies and discussions with specialists, and some where community input will be sought. ARTC needs to: <ul style="list-style-type: none"> ○ Write responses to the 846 submissions on the draft EIS. ○ Engage with all of the subject matter experts who worked on the topics. ○ Conduct multiple field studies to inform some of the additional work the OCG has asked for. ○ Update ARTC's technical models, including flooding and noise. This will be pertinent when a preferred proponent is on board and ARTC knows what their proposed design is and if there are any changes proposed which will impact the previous modelling undertaken. ○ Undertake a series of desktop studies to inform the EIS. ○ Respond to the OCG's request for information. ○ Conduct meetings with landowners, community and environment groups and the International Flood Panel, based off submissions. ○ Engage with the proponent when they are selected in February and meet with them to understand constructability, any alignment changes and their methodology. <ul style="list-style-type: none"> ▪ AD-G queried what a 'proponent' is. ▪ AQ explained that ARTC is currently undertaking a tender phase where three bidders are bidding for the opportunity to build the three public/private projects – Gowrie to Helidon, Helidon to Calvert, Calvert to Kagaru. ARTC call them a 'proponent' and one of the three bidders will be selected as a preferred proponent to build the three projects. ○ Meet with local councils, State agencies and departments and Federal government departments. ○ Present to the Chamber of Commerce (TBC) ○ Engage with the CCC on the EIS interactive sessions. ● <i>Engagement and Addressing updates for the EIS: AQ</i> presented slides on EIS update. Refer slide pack.

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- ARTC is proposing to have some interactive sessions in addition to the relevant meetings, to talk to the community about key topics and share ARTC's learnings.
- **AQ** noted that ARTC will be meeting with the International Flood Panel re surface water and hydrology and enquired whether it would be of interest for them to present at an upcoming meeting eg in Feb.
 - **KB** and the members agreed with this suggestion.
- **ACTION ITEM:** Invite the Queensland Flood Panel to present at the February CCC meeting.
- **AQ** noted that anyone who wanted to share any flood photos with ARTC's hydrologists should bring them along to the hydrology session.
 - **KB** thanked **AD-G** for raising the opportunity for ARTC to look where the water was flowing during the recent rain event.
 - **AD-G** noted that the problem for the hydrologists to come out is accessibility and it's also intermittent, however obtaining photos are worthwhile.
 - **AQ** advised that the hydrologists use longitudinal studies to determine what water flow patterns look like over time, rather than localised/one-off flood events, however flood photos are useful.
 - **DPM** remarked that the International Flood Panel provides an extra check and balance for the project and ARTC is being held to account to consider large flood events.
 - **AD-G** noted that the proponent needs to meet with locals also to ensure culverts are in the right spot due to the possibility of flash flooding.
 - **JM** queried if cameras could be positioned in key known flood locations, as sometimes even locals can't get to these areas in serious floods.
 - **ACTION ITEM:** ARTC will ask hydrologists about installing cameras in local areas that flood regularly.
- **RT** enquired if Wanless Waste Management was where ARTC wanted to put the land-fill at Ebenezer or Willowbank.
 - **HW** advised that they had approached ARTC as a potential supplier. There is a website where local businesses can submit their details and it will be up to the preferred proponent to decide.
 - **DPM** commented that they have a lot of water on their site which may possibly be able to be used for construction purposes, if it was clean enough. ARTC eventually look at all of the available opportunities to use existing resources that are close to the project.
 - **RK** noted that it's in coal mining voids so may not be healthy.
 - **DPM** agreed that ARTC was aware of this and extensive water testing would be undertaken if ARTC was ever to use it.
- **JM** commented that there was no interactive session with the community for air quality.
 - **AQ** replied that ARTC discussed this internally but there's not currently anything further to share or discuss about air quality currently. If the air assessment modelling was re-run and anything changed, this could be presented but ARTC doesn't think that's likely to occur. The team will meet with people who have written submissions about air quality, but it won't be a community-led discussion.
- **DPM** enquired about the willingness of people to talk about unregistered bores, or if this is a sensitive topic. Landowners are allowed to have them, ARTC are just wanting to understand so impacts are considered for both registered and unregistered bores.
- **HW** added they are mainly the bores before a certain date that are unregistered so they are entitled to be unregistered.
- **RK** asked how environmentally relevant activities (ERAs) affect works.
 - **HW** advised that they are a specific licence for some activities eg screening materials for construction or sewerage treatment. ARTC has to identify what the ERAs will be for the project and what the impacts of the activities will be on the land.
- **KB** queried identifying the presence of fire ants.

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	<ul style="list-style-type: none"> ○ HW advised that ARTC will prepare a fire ant management plan under biosecurity considerations. ○ JG added that Queensland biosecurity have shared their geographical mapping for all of the overlays for fire ants to help ARTC understand their patterns and movement across all of the projects and ensure ARTC isn't creating any additional disturbance. ● AD-G enquired if this extended to the EIS looking at how the intermodal terminals will operate regarding safe biosecurity practices, so pallets won't be transported after sitting on dirt etc. <ul style="list-style-type: none"> ○ AQ commented that this question would be for the representatives undertaking the intermodal terminal business case. ARTC will raise this biosecurity hazard in any discussions with them. ○ MT suggested that recycled plastic pallets could potentially be used to mitigate the fire ant risk. ○ AD-G raised that it also needs to go back to biosecurity practices eg a code of practice so fire ants aren't transported to different regions. ● RK asked if ERAs will be advertised so the community is aware of them. ● ACTION ITEM: ARTC will confirm whether the environmentally relevant activities (ERAs) will be made public. ● AQ offered for ARTC's sustainability manager to present to the CCC at a later date regarding the ISCA ratings (used to try to achieve excellence in how Inland Rail is delivered) and how ARTC is recycling and reusing materials across the program (when time permits in a future CCC agenda). ● ACTION ITEM: Project team to invite Inland Rail's Sustainability Manager to present at a CCC meeting. ● AD-G raised that there is a lot to cover in a CCC meeting and also in the EIS workshops and that she would like to see them as separate activities, rather than combined, as suggested for two key topic areas. ● DPM commented that ARTC had discussed having an interactive workshop in the afternoon before a CCC meeting. ● JM raised that a Saturday morning/afternoon may be better for some sessions as people won't be available until after work hours. JM queried whether there would be an initial workshop and then a potential follow-up session where relevant. <ul style="list-style-type: none"> ○ AQ commented that ARTC would create an agenda for each workshop and anything not covered could be looked at later. ● DPM suggested that the interactive workshops will be a prelude to the formal engagement period for the revised draft EIS. So a follow up/close out could occur as part of this. ● RK asked if the workshops would occur as one big semi-formal discussion, rather than separating into little groups to assist with prompting increased discussion. <ul style="list-style-type: none"> ○ AQ agreed that it would be one big group discussion, except for noise modelling which is better done in smaller groups with break-out laptops available, and interested attendees would be asked to RSVP to better understand numbers. ● A CCC member remarked that after work hours is preferable so more people can attend. ● AQ noted that we also need to consider when ARTC's subject matter experts are available, so there may be a mix of evenings and weekends. If ARTC can set dates with the committee a long time in advance, they can be promoted in advance. ARTC would like to set the interactive session dates, and the markets can be booked in later when the calendars are updated. ARTC is also seeking feedback on where the sessions should be held. ● ACTION ITEM: ARTC to distribute the interactive sessions list, including proposed dates and locations.
8	<p>General business</p> <ul style="list-style-type: none"> ● AQ noted that the Inland Rail Community Sponsorships and Donations program round closes 31 January 2022 so please encourage community members to apply for funding via

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	<p>https://inlandrail.artc.com.au/opportunities/sponsorships-and-donations/ .</p> <ul style="list-style-type: none"> • AQ mentioned that the business development webinar is running on 30 November. Interested people can register their attendance and dial in. • KB raised that the Scenic Rim and Ipswich CCC's term is due to expire in February 2022. She asked for a re-appointment of the members who would like to continue on the committee, for continuity of the existing knowledge to pass on to Inland Rail. It would be for the term until the project approval. • AQ asked that anyone who didn't want to continue on the committee to let KB know. • SD raised that community members could also go through the process to join the committee, if CCC members knew of anyone suitable. • KB asked for the members to contact her within the next six weeks and thanked the committee for their time and hard work. • AQ advised that ARTC have implemented a new policy whereby all ARTC staff and contractors, CCC members and observers be fully vaccinated from 31 January if they wanted to attend any ARTC office or community event eg the CCC meetings. Teams meeting links can be arranged for people to watch virtually if needed. • JM raised that AQ was going to pass her email onto the survey coordinators and noted that the CCC members could have been informed that it was occurring. <ul style="list-style-type: none"> ○ AQ advised that it was a new initiative Inland Rail was implementing to obtain a cross-section of people's feedback about how stakeholder engagement can be improved, and the feedback had been passed on. • KB proposed the next Scenic Rim and Ipswich CCC meeting for Thursday 17 February 2022. • AQ advised that ARTC will draft an agenda for the February meeting and send it to the members and ask the International Flood Panel can present, in addition to the intermodal presentation by the Department. AQ will also talk to ARTC's sustainability manager, time permitting.
9	<p>Observer questions</p> <ul style="list-style-type: none"> • No questions asked from observers.

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NO.	CONCLUSION AND CONFIRMATION OF ACTIONS	ACTION BY	DUE DATE
1	Send previous actions and minutes to the SRICCC the week before the meeting. Dates will be added to the actions as they are closed out.	Inland Rail	10/02/2022
2	Demonstrate travel time and number of trains for Toowoomba to Acacia Ridge (including 33 trains passing in 24 hours for a project).	Inland Rail	17/02/2022
3	Confirm if NewAccess mental health ads can go into local newspapers.	Inland Rail	17/02/2022
4	Invite the Queensland Flood Panel to present at the February CCC meeting.	Inland Rail	17/02/2022
5	Ask hydrologists about installing cameras in local areas that flood regularly.	Inland Rail	17/02/2022
6	Confirm whether the environmentally relevant activities (ERAs) will be made public.	Inland Rail	17/02/2022
7	Project team to invite Inland Rail's Sustainability Manager to present at a CCC meeting.	Inland Rail	17/02/2022
8	Distribute the interactive sessions list, including proposed dates and locations.	Inland Rail	23/12/2021

Next Meeting

Ipswich Civic Centre, 17 February 2022, 5:30pm – 8:00pm