

ARTC

INLAND  
RAIL



**Scenic Rim & Ipswich Community  
Consultative Committee meeting**

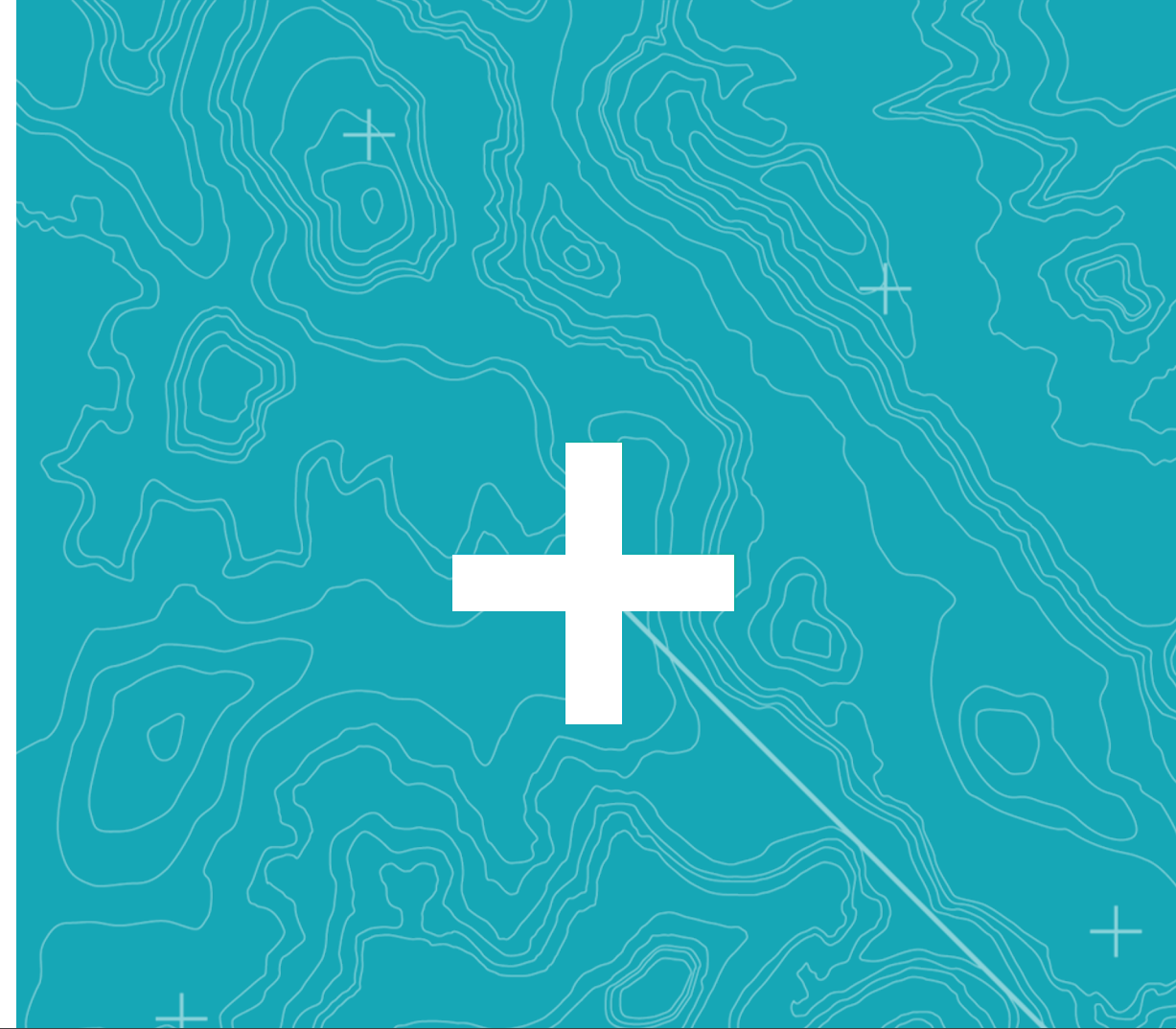
**17 February 2022**

# Scenic Rim CCC meeting

**Welcome to Country**

**Introductions**

**Conflict of interest**



# Acknowledgement of Country

Inland Rail acknowledges the Traditional Custodians of the land on which we work, and pay our respects to Elders past, present and emerging.

# Update on previous actions

NO.	CONCLUSION AND CONFIRMATION OF ACTIONS	ACTION BY	DUE DATE	RESPONSE
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	Closed 10/02/22
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	Closed 17/02/22
3	Confirm if NewAccess mental health ads can go into local newspapers.	Inland Rail	17/02/2022	Closed 10/02/22 – We have followed this up with the Darling Downs West Moreton (DDWM) Public Health Network and Richmond Fellowship Qld (RFQ). RFQ advised the following: We do not currently advertise via print in local newspapers or radio. We did engage in radio advertising in the DDWM region earlier in 2021, however, unfortunately it did not appear to generate an increase in referrals. We deliver flyers to local community hubs and have contact with local medical centres. Beyond Blue manage social media marketing in the region. We will certainly explore our options for coverage in local papers and linking with councils.
4	Invite the Queensland Flood Panel to present at the February CCC meeting.	Inland Rail	17/02/2022	Closed 17/02/22
5	Ask hydrologists about installing cameras in local areas that flood regularly.	Inland Rail	17/02/2022	Closed 10/02/22 - The hydrologist has suggested that recording data/ validating models using cameras may not be as useful and reliable as one might think. There can be issues recording results due to weather for visibility as well as night time recording. As an alternative, it has been suggested that ARTC contact councils and water recording agencies to ascertain if there would be value in installing additional data recording equipment. ARTC has been following up with stakeholders to identify if there is interest in installing additional surface water recording equipment, and locations where it would add value.
6	Confirm whether the environmentally relevant activities (ERAs) will be made public.	Inland Rail	17/02/2022	Closed 10/02/22 - As part of the assessment process under the Planning Act 2016, applications for Environmentally Sensitive Activities (ERAs) that are impact assessable follow a formal process to be assessed, which includes public notification. There are requirements specified by the law that stipulate how and when an application for an activity must be advertised. Submissions may be made to the assessment manager for consideration in their decision of the project.
7	Project team to invite Inland Rail's Sustainability Manager to present at a CCC meeting.	Inland Rail	17/02/2022	Open - In plan for May meeting
8	Distribute the interactive sessions list, including proposed dates and locations.	Inland Rail	23/12/2021	Open – initial list distributed 22/12/21. Updates to be provided as more information is available.

## Cultural heritage presentation



# Cultural heritage management and native title

- Cultural Heritage management and Native Title are different but integral to each other.
- Cultural Heritage management refers to the recognition, protection and conservation of Cultural heritage sites, places and items.
- Native Title is the recognition and protection of Native Title rights and interests for the benefit of Traditional Owners across Australia.

Native Title is managed under the *Native Title Act 1993* (C'th)

Aboriginal cultural heritage is managed under the *Aboriginal Cultural Heritage Act 2003* (Qld)

# Cultural heritage legislation

## Commonwealth

- *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*
- *Environmental Protection and Biodiversity Conservation Act 1999*

## Queensland

- *Aboriginal Cultural Heritage Act 2003*
- *Aboriginal Cultural Heritage Act 2003: Duty of Care Guidelines*
- *Queensland Heritage Act 1992*
- *Planning Act 2006* (local heritage provisions)

Cultural heritage (Aboriginal and non-Indigenous) is protected at the Commonwealth, state and local level.

## Aboriginal Cultural Heritage work to date

- The pedestrian Aboriginal Cultural Heritage Surveys have been underway since mid 2016 and are ongoing.
- Recently met with Yuggera Ugarapul to discuss and agree on findings and management provisions of the Aboriginal Cultural Heritage Surveys thus far.
- Stone artefact scatters and isolated artefacts were the most common Aboriginal heritage sites that were identified during the surveys, followed by scarred trees.
- The assessments identified a number of highly sensitive areas and site provinces where certain landscape features such as ridgelines that provide access between river catchments and alluvial flats with sandy deposits showed evidence of Aboriginal cultural heritage.
- These sites, items and places will be managed under the measures set out in the approved Cultural Heritage Management Plan that Yuggera Ugarapul have with Inland Rail.
- Some of these management activities will include avoidance, salvaging of surface artefact scatters and archaeological test-pitting to determine site extents and deposit depth.



# Aboriginal Cultural Heritage surveys

Surveys through steep terrain



Recording a site



# Aboriginal Cultural Heritage surveys



Recording a site on an access track

Walking transects across flat country



## Cultural heritage

### Planning approvals

- *As an EIS is required, that triggers the requirement for a Cultural Heritage Management Plan to be negotiated and agreed with the relevant Traditional Owner group*
- *Prior to EIS submissions Cultural heritage Surveys are conducted along the proposed alignment.*
- *Agreed Traditional Owner groups work alongside our team members and walk the ground.*
- *Identifying objects, sites and places.*

### Detailed design

- *Due to access issues ongoing pedestrian cultural heritage surveys will continue as access is granted*
- *– mitigation can include test pitting, monitoring during ground disturbances, demarcation of sites including scar trees*

### Construction

- *During Construction in some cases TO s will be on site*
- *During construction our team are on site to supervise*
- *Note contractors and sub contractors must follow unexpected Aboriginal find process*

# Inland Rail Cultural Heritage Team



Selina Nalatu  
Cultural Heritage Advisor  
0428 186 301  
SNalatu@ARTC.com.au

Brad Hankey  
Cultural Heritage Coordinator  
0419 185 849  
BHankey@ARTC.com.au

## International Flood Panel presentation

**Mark Babister, Chair of the Panel**  
**Martin Giles, Senior Principal**

# Intermodal terminal business case presentation

**Stephen Sorbello**

**Department of Infrastructure, Transport, Regional  
Development and Communications**



**BREAK**

# C2K operational modelling presentation

# Overview of Inland Rail operational modelling

# Inland Rail benefits and operational requirements

The benefits of Inland Rail include:



A number of program-wide operational requirements have been defined in order to deliver these benefits, in terms of:

- Transit times
- Capacity
- Reliability
- Operational flexibility



# How do crossing loops impact on capacity?

Inland Rail will primarily consist of a single track alignment, with crossing loops to enable trains to pass each other. When a single track section is occupied by a train, no other trains can progress through that section.

**The number and location of crossing loops directly impacts on the number of services that can be accommodated on the Inland Rail network.**

Fewer crossing loops = longer transit times = trains standing for longer = lower capacity





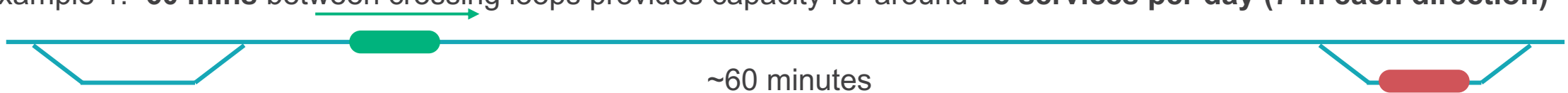
# How do crossing loops impact on capacity?

When ARTC plans train schedules, it is not feasible to plan for each section of track to be in use 100% of the day.

ARTC targets a 'capacity utilisation' of 65% or lower for every section of track, to provide sufficient time throughout the day to accommodate maintenance activities, and provide resilience for unexpected delays or degraded operations.

The examples below illustrate how an additional crossing loop provides capacity for additional services:

Example 1: **60 mins** between crossing loops provides capacity for around **15 services per day (7 in each direction)**



Example 2: **30 mins** between crossing loops provides capacity for around **30 services per day (15 in each direction)**



# Crossing loop decision framework

The operational modelling for Inland Rail has identified the expected utilisation of each single track section, based on the expected transit times and train volumes through each section.

The operational model has been used to drive decisions around route alignment, including the number and optimum location of crossing loops:

**Number of crossing loops:** The number of crossing loops in each Inland Rail project has been set to ensure that sufficient crossing opportunities are provided to deliver the required capacity and transit times across the network.

**Location of crossing loops:** Decisions around crossing loop locations have followed an iterative process between the operational modelling team and the project design team, with the specific locations accounting for local constraints and considerations, whilst ensuring that capacity and transit time requirements can still be achieved.

If insufficient crossing loops are provided (or the distance between loops is too great), the resultant sections of single line track reduce the capacity and operational flexibility of Inland Rail, which impact on the strategic objectives and benefits of the project.

# Drivers for crossing loop locations

Decisions on the number and location of crossing loops result from an iterative process, and the factors driving decisions around the specific location of a crossing loop include:

## Operational requirements

- Capacity Utilisation
- Transit Times
- Reliability

## Technical viability

- Impact on Public Utility Plants (PUP) and Other Assets
- Geotechnical Conditions
- Impact on Existing Roads
- Impact on Other Rail Networks
- Flood Immunity / Hydrology
- Future Proofing

## Wider operational impacts

- Maintenance Facilities
- Interoperability and Connectivity

## Environmental impacts

- Ecological Impacts (Flora, Fauna, Habitats)
- Visual Impacts
- Noise and Vibration Impacts
- Flooding and Waterway Impacts
- Effect on Air Quality
- Effect on Greenhouse Emissions

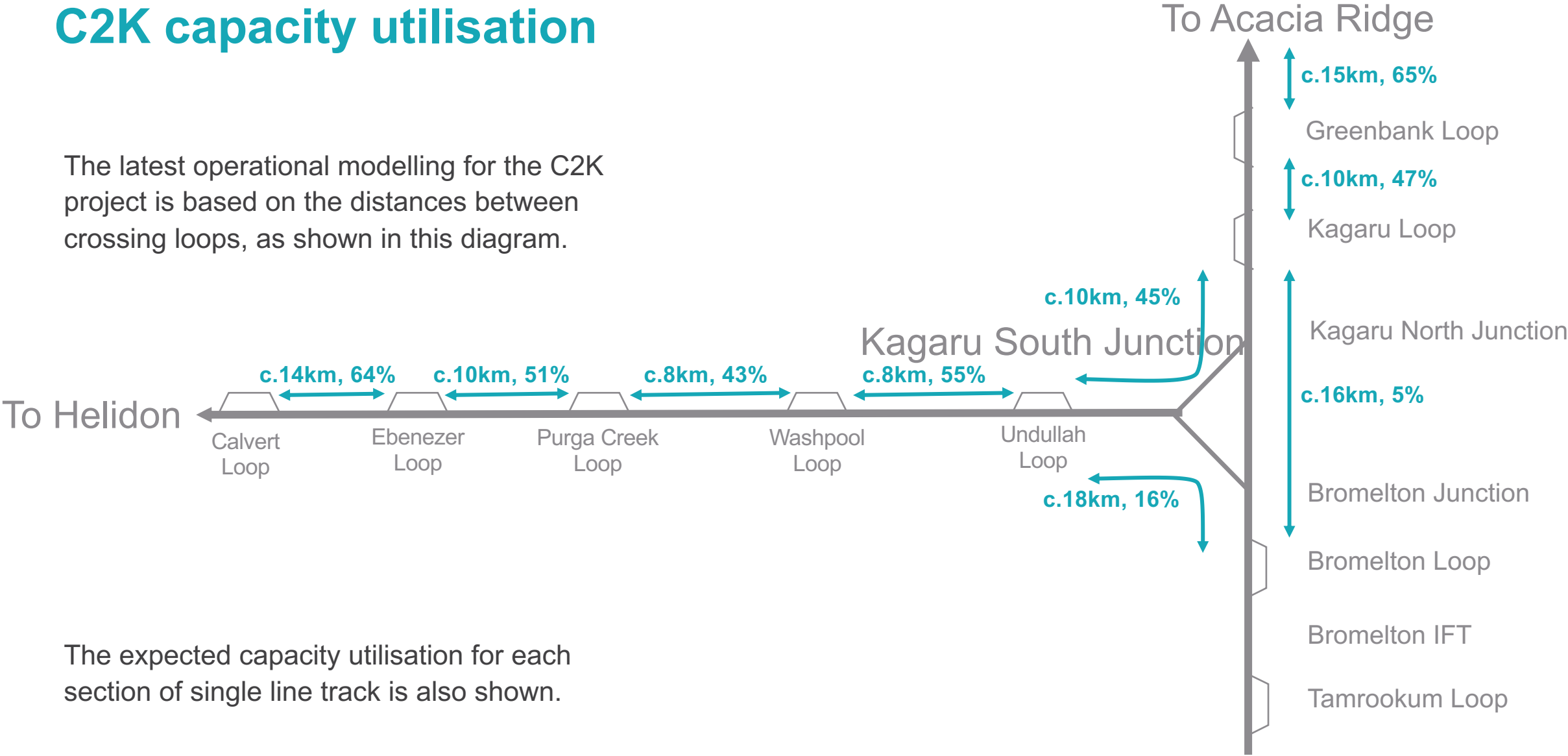
## Community and property impacts

- Property Impacts
- Heritage
- Impact on Community e.g. Road
- Community Response (Community Stakeholder Risk)
- Current and Future Land Use Impact

# Calvert to Kagaru (C2K) operational modelling

# C2K capacity utilisation

The latest operational modelling for the C2K project is based on the distances between crossing loops, as shown in this diagram.



The expected capacity utilisation for each section of single line track is also shown.

# C2K Project update



# C2K Project update

- **G2K Procurement**

- Announcement of the Preferred Proponent is anticipated in early to mid 2022.
- The final contract won't be signed immediately - ARTC will collaborate with the Preferred Proponent to establish the contract arrangements first.

- **Environmental Impact Statement**

- The C2K Project Team continues to work on the Request for Information (RFI) from the Co-Ordinator General.
- A second round of public exhibition will occur, the planning for which is currently underway.
- Dates for further consultation will be communicated to CCC members and the community well in advance of this activity.

# Interactive sessions – in development

Format: 2 hours per session, approx 15min presentation by ARTC per topic, followed by Q&A and community led discussion/break out groups.

Interactive sessions	Proposed Date	Proposed details (TBC)
Surface Water, Hydrology, Flooding, Groundwater	Saturday 26 March	Harrisville, 9 – 11am
Flora & Fauna, Sustainability and Offsets	Thursday 28 April	Peak Crossing, 6 – 8pm
Social Performance and Business Opportunities	Wednesday 18 May	Ipswich, 5 – 7pm
Traffic and Level Crossings	Tuesday 24 May 2022	Purga, 6 – 8pm
Noise and Vibration	Saturday 11 June 2022	Peak Crossing, 9 – 11am
Project Description – introduce proponent to CCC, community via markets/pop-ups	TBC	TBC

In addition to interactive sessions ARTC will be regularly engaging with the community through phone calls, emails, letters, e-news, Social Pinpoint etc.

# General business

- Sponsorships and Donations – next round closes 30 April 2022  
<https://inlandrail.artc.com.au/opportunities/sponsorships-and-donations/>
- Donation – Ripley Valley, Ipswich cricket team start-up, STEM education equipment at Beaudesert State High School.
- Business capability development webinar Nov '21 – Via Inland Rail Skills Academy for potential suppliers re supplying to major projects. Over 700 RSVPs were received and over 250 people listened in on the day. The video is available to view at:  
<https://inlandrail.artc.com.au/opportunities/suppliers/>
- Fully vaccinated to attend CCC meetings from 31 January 2022
- Next CCC meeting – 12 May

Observer questions?

## Confirmation of actions & conclusion

THANK YOU

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An Australian Government Initiative