

Meeting minutes

Gowrie to Calvert Community Consultative Committee

Date / Time

13 December 2022
5:00pm – 7:00pm

Location

Murphys Creek Community Centre
Jessie Lane (off Dodds Road), Murphys Creek

Facilitator

Simon Warner, Chair

Minute taker

Kylie Wendell, Secretariate

CCC Attendees

- Gordon van der Est
- Maurice Hennessy
- Margaret McCarthy
- Maree Rosier
- John Schollick
- Michael Keene
- Gary Stark
- Daniel McNamara

ARTC Attendees

- Fleur McPherson, EIS Delivery Specialist
- Michael Price, Environment Lead
- Diane Mather, G2K Interface Manager
- Kylie Wendell, Engagement Lead H2C
- Myf Jagger, Social Performance Principal
- Kim Wheatley, Engagement Lead G2H
- Kylie Henry, Engagement Officer
- Corey Doran, Engagement Advisor

- Max Nichols, G2K Area Director
- Nawar Spear, G2H Project Manager
- Amanda Quayle, Engagement Manager, G2K

CCC Apologies

- Neil Cook
- Jason Chavasse
- Darryl Green

Guests (Show organisation if not ARTC)

- Dianne Loughnan, DITRDC
- Jacqui Neill, Government Relations, ARTC

Discussions

NO.	ACTIONS
1	<p>Introductions and Acknowledgement of Country – 5:10pm – Chair</p> <ul style="list-style-type: none"> • Welcome to committee and observers • Chair welcomed: <ul style="list-style-type: none"> ○ Dianne Loughnan, Department of Infrastructure, Transport, Regional Development and Communications ○ Jim McDonald MP, Member for Lockyer ○ Representatives from the Lockyer Valley Regional Council ○ Representatives from the Ipswich City Council ○ Observers ○ Apology from Tanya Milligan, Mayor Lockyer Valley Regional Council ○ Three apologies from committee members: Neil Cook, Darryl Green, Jason Chavasse • Margaret McCarthy delivered the Welcome to Country • Nil conflicts of interest.
2	<p>Actions from previous meeting:</p> <ul style="list-style-type: none"> • Toowoomba Surat Basin Enterprise (TSBE) Supplier Portal <ul style="list-style-type: none"> ○ <i>Daniel McNamara will present information at the next CCC meeting – open</i>

NO.	ACTIONS
	<ul style="list-style-type: none"> • Correspondence from the Chair to the State Government about the progression of the passenger rail study <ul style="list-style-type: none"> ○ <i>Chair will address during the Passenger Rail agenda topic - closed</i> • Social Performance KPIs (measures and targets) and employment outcomes based on Inland Rail's southern projects <ul style="list-style-type: none"> ○ <i>Included in tonight's presentation – closed.</i>
3	<p>Cultural Heritage – 5:15pm – Myf Jagger</p> <p>Presentation key points:</p> <ul style="list-style-type: none"> • All Cultural Heritage in the project area is managed in accordance with approved Cultural Heritage Management Plans (CHMPs) that the Yuggera Ugarapul People and the Western Wakka Wakka People have developed with Inland Rail. • Under the CHMPs, Aboriginal Cultural Heritage Surveys have occurred for the purposes of identifying and managing Aboriginal heritage sites and objects. • Most common Aboriginal heritage sites identified have been stone artefact scatters and isolated artefacts, followed by scarred trees. • Management activities include avoidance, salvaging of surface artefact scatters and archaeological test-pitting to determine the extent of the site. • The surveys will be ongoing and will continue in 2023 along with implementing management activities such as avoidance, salvaging and archaeological test-pitting. • Key contacts: <ul style="list-style-type: none"> ○ Donna Cannon, Cultural Heritage Manager, DCannon@ARTC.com.au ○ Selina Nalatu, Senior Cultural Heritage Advisor, SNalatu@ARTC.com.au <p>Nil questions from committee</p>
4	<p>Project updates: Gowrie to Helidon and Helidon to Calvert – 5:20pm – Diane Mather</p> <p>Presentation key points:</p> <ul style="list-style-type: none"> • The Australian Government has announced an Independent Review of Inland Rail. The review will be led by Dr Kerry Schott AO and will focus on: <ul style="list-style-type: none"> ○ the process for selecting the Inland Rail route ○ stakeholder consultation ○ an assessment of the project's scope, schedule and cost ○ the options for intermodal terminals. • The work of designing and building Inland Rail will continue while the Review is underway. The Review is aiming to be completed in early 2023. Terms of Reference: https://www.inlandrail.gov.au/understanding-inland-rail/independent-review . Inland Rail Review submissions closed on 11 November 2022. • Key Reference Design refinements: including removal of the central shaft in the Toowoomba tunnel; western portal buildings on the Toowoomba tunnel; and the Philps Road bridge, Grantham. • Draft Environmental Impact Statement (EIS) next steps: <ul style="list-style-type: none"> ○ ARTC is currently addressing the Coordinator-General's "Request for Additional Information" ○ Revised draft EISs for G2H and H2C will be submitted to the Coordinator-General for adequacy (Quarter 3, 2023) ○ Revised draft EISs will be released for public notification (Quarter 1, 2024) ○ The Office of the Coordinator-General assesses public submissions and provides notification of project approval. <p>NOTE: dates subject to change.</p>

NO.	ACTIONS
	<p>Question from Chair:</p> <ul style="list-style-type: none"> • In relation to the changes to the tunnel, are those changes still compatible with passenger rail? • Diane Mather – the changes will not impact future passenger rail services. The proposed longitudinal ventilation system will be safe in air quality and temperature for both passengers and livestock. <p>Question from Michael Keene:</p> <ul style="list-style-type: none"> ○ You've mentioned improvements that Regionerate Rail have identified in the alignment that will increase line speed and reduce impact, are you expecting ongoing examples of those types of improvements? Will we continue to see innovation? ○ Diane Mather – there will be some optimisation as detailed designs progresses. What we have identified through the tender process as Key Changes will be present in the next round of the EIS. Changes of this magnitude won't occur through the detailed design process, however some minor changes may occur depending on feedback, local conditions, investigations etc. We will present these changes in due course. <p>Question from Michael Keene:</p> <ul style="list-style-type: none"> • To confirm, the proponent hasn't flagged that there could be others and that they haven't worked through yet? • Diane Mather – no. <p>Question from Chair:</p> <ul style="list-style-type: none"> • One of the community concerns regarding the draft EIS was that the detail was so broad because there hadn't been a proponent appointed at that time. Now Regionerate Rail have been appointed, during the next round of the EIS the community will have the opportunity to comment on the new changes via (what we call) a revised draft EIS. • Fleur McPherson – we are preparing a revised draft EIS that includes the updated designs received as part of the tender process. These are being prepared by Regionerate Rail which also includes the responses to the submissions made by the community and government stakeholders during the public exhibition phase of the first Draft EIS as well as specific Request for Information (RFI) made by the Coordinator-General. That document will go back out on public display like the first Draft EIS so there will be another opportunity for the community to review and provide comments. <p>Question from observer:</p> <ul style="list-style-type: none"> • When is the proposed date for the revised Draft EIS? • Fleur McPherson – we are aiming to have the revised Draft EIS for the G2H and H2C projects submitted to the Coordinator-General in Quarter 3 of 2023. So, the latter part of next year. <p>Question from Maurice Hennessy:</p> <ul style="list-style-type: none"> • Are we likely to see changes to the present route? • Fleur McPherson – there might be some minor refinements to the alignment but no changes to the route per se that would be vastly different to the Draft EIS. <p>Question from Chair:</p> <ul style="list-style-type: none"> • We have heard in the media recently that there have been some enquiries about the route being investigated, is this correct?

NO.	ACTIONS
	<ul style="list-style-type: none"> • Fleur McPherson – the Review is looking at how routes were selected across the board rather than the investigation of specific routes. The review is not doing a study to look at alternative alignments. <p>Question from Chair:</p> <ul style="list-style-type: none"> • Recent media stated that the Lockyer Valley Regional Council (LVRC) had asked for a further review of the route around Gatton? • Fleur McPherson – there have been discussions between ARTC and LVRC and our senior management team are working closely with them to look at possibilities of further consultation around that. • Jacqui Neill – ARTC and LVRC will continue to work together and see if there is a possible, feasible option that is outside of Gatton. It is a commitment only, there is no proposed alignment change, it is only to investigate to work together to see if there is any feasible alignment other than what is the Reference Design. ARTC will continue to keep the community updated as things progress. <p>Question from Chair:</p> <ul style="list-style-type: none"> • There has been a little bit of media recently and it is important that the committee is kept up to date with any progress. To confirm to the committee and observers here tonight, the alignment remains as is until it becomes another alignment because of some other influence. But at the moment, the EIS is still dealing with the currently alignment and they are working on that alignment going through Gatton. • Jacqui Neill – that is correct.
5	<p>Overview of the Gowrie to Helidon Request for Additional Information from the Office of the Coordinator General – 5:40pm – Fleur McPherson</p> <p>Presentation key points:</p> <ul style="list-style-type: none"> • Independent International Panel of Experts for Flood Studies of Inland Rail has released their final report. The Flood Panel report is now available and can be viewed at: https://www.inlandrail.gov.au/benefits/qld/independent-hydrology-panel • The G2H project received a request for additional information from the Office of the Coordinator-General on 30 September 2022. The content of the request is similar to Helidon to Calvert request. • Difference between G2H and H2C RFIs include: <ul style="list-style-type: none"> ○ update land use assessment in relation to impacts to a number of businesses and local government services ○ update assessment of dispersive and sodic soils disturbance, spoil reuse, and contaminated land ○ update landscape and visual amenity study with revised visualisations where necessary ○ update impact assessment for ecology associated with tunnel construction and operation ○ update assessment of impacts to MSES and MNES ○ update air quality assessment in relation to any design change of the tunnel ○ update groundwater and surface water studies in relation to discharges from the tunnel ○ update the groundwater modelling and baseline groundwater study ○ update the vibration assessment in relation to impacts associated with tunnel construction and operation ○ further consideration of natural hazards including bushfire, flood, climate change risks on operation of the railway.

NO.	ACTIONS
	<p>Question from Chair:</p> <ul style="list-style-type: none"> • Will the Flood Impact Objectives (FIOs) and issues management requirements become part of the EIS requirements? • Fleur McPherson – yes. The FIOs are the criteria that we are reporting on and mapping against in the revised design. <p>Question from Chair:</p> <ul style="list-style-type: none"> • Are the FIOs the conditions that the Coordinator-General is likely to impose upon the project? • Fleur McPherson – not necessarily the conditions. That is a piece of work being that is being undertaken by the Office of the Coordinator-General and they will look at how best to ensure commitment and that those are achieved. How that works in terms of the evaluation report is still unknown, however we will definitely be reporting on the FIOs, which is a requirement of the flood panel report. Every exceedance of a FIO is reported on a property basis (lot / plan), what mitigations are possible etc. <p>Question from Maurice Hennessy:</p> <ul style="list-style-type: none"> • With regards to the disaster on the Toowoomba Second Range Crossing with the closure of the eastern lanes, in terms of the construction of Inland Rail is there anything being done to ensure that the same issue doesn't occur? • Diane Mather – part of the works we are currently undertaking are some additional site investigation and survey works. We are very mindful of the landslip on the Toowoomba Second Range Crossing so we will obtain some lessons learnt and conduct our own investigations. <p>Question from John Schollick:</p> <ul style="list-style-type: none"> • With regards to the removal of the air vent out of the Toowoomba tunnel, how are you going to get the air out of the tunnel? • Diane Mather – the ventilation system proposed consists of 50 jet fans in banks of two and it will be a longitudinal ventilation system that will work against the direction of the train and purge the diesel fumes as required between trains. Not every train will fill the tunnel with emissions so it won't necessarily operate after every train but there will be a monitoring system that will detect temperature and air quality and that will ensure the ventilation system operates as required. It will also have a "tunnel ready system" in the tunnel control system which will communicate to the tunnel ventilation system and a train won't be able to enter the tunnel until the tunnel is in the "tunnel ready status" for the next train which means the temperature and the air quality is suitable for the next train to transit. <p>Question from John Schollick:</p> <ul style="list-style-type: none"> • I am aware they are going to start putting cattle back on the rail next year instead of the road and am wondering about their wellbeing. • Diane Mather – the ventilation system will also work for livestock with regards to temperature and air quality. We will work with our rollingstock operators to ensure any livestock that travels through the tunnel are under safe conditions. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • What about if the tunnel endures a power failure? • Diane Mather – in the event of a power failure, we will have an uninterrupted power supply which will run from one of the tunnel portal buildings and provide approximately up to 4 hours of power backup. The train will exit the tunnel and there will be no trains entering the tunnel until the power has returned to a normal operating mode and it is safe to do so.

NO.	ACTIONS
	<p>Within that that 4 hour period, should we need to stop a train in the tunnel – which is highly unlikely and not desirable – we will be able to safely get the train, train crew and passengers out of the tunnel as required.</p>
6	<p>Social Performance – 5.55pm – Myf Jagger Presentation key points:</p> <ul style="list-style-type: none"> • Presentation listed a summary of the activities the social performance has undertaken since the last meeting in August 2022 including: <ul style="list-style-type: none"> ○ Inland Rail partnerships ○ community sponsorships since July 2022 ○ local business and workforce development for 2022 ○ Consultation planning for the H2C and G2H Social Impact Assessments • Additionally, social performance outcomes achieved on the southern projects include: <ul style="list-style-type: none"> ○ social performance outcomes such as local and indigenous employment, students / schools engaged, opportunities based on the Narrabri to North Star project ○ community benefits • Gauged interest from the committee to conduct a workshop activity on the Wellbeing Plan. <p>Question from John Schollick:</p> <ul style="list-style-type: none"> • Acknowledging John Holland is constructing the new Gatton Jail, they committed to 100% of local people, however I can count on one hand the local community members and business who have been involved in the jail which is equivalent to a very limited number of local people being employed – all their employees have come from Brisbane – I hope ARTC isn't going to repeat what John Holland has done. • Myf Jagger – I appreciate your observations and acknowledge that that project is not one I have a great level of insight to, as to what their local employment definitions were or their outcomes or the local spend. However, I can say that with each of our contractors, when we go through the process of negotiating what it is that they will deliver for ARTC, we have specific requirements to make sure that they are able to demonstrate a spread of economic benefit across the local government areas that are within their project area. The same applies for their workforce. However, we need to be mindful that we cannot be committing to a specific target or 100% percent. This is because there is a balance to be made with impacts on labour draw. We have to be cognisant of this. <p>Statement from John Schollick:</p> <ul style="list-style-type: none"> • John Holland called for small tenders in September 2021, however for the bigger tenders in February 2022, the waste management was already taken. I believe it was not done equitably and it needed to be more transparent where everyone has an equal opportunity to apply. My company looks at the tenders a couple of times a week and we did not see or have any notification of these. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • Can you define the project area and region? • Myf Jagger – our project area is the local government areas where the project travels through. For example the Gowrie to Kagaru section we are talking about the Toowoomba, Lockyer Valley, Ipswich, Scenic Rim and Logan areas. For G2H, the project area is smaller because you are only working with two local government areas, similar for H2C. When we reach approval of the project and transition to the new form of community reference groups for those projects, we will have the opportunity to report on each local

NO.	ACTIONS
	<p>government area not just the project area resulting in more granular information about the Toowoomba and Lockyer Valley areas.</p> <ul style="list-style-type: none"> • Myf Jagger – we define the region as LGAs within 125km of the Inland Rail corridor. Depending on where you are, it accommodates a broad number of the South-East Queensland local government areas essentially. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • What accountability will contractors be held to in terms of employment of local people? • Myf Jagger –each contractor will have a unique scope of work and ARTC are in negotiations. ARTC has responsibility to ensure those contractors meet the agreements they have developed and negotiated with us. ARTC will have the accountability of what is being delivered and we also have reporting requirements, for example the SIMP has reporting requirements to the CCC and community reference groups around what outcomes we are achieving over time. Furthermore, we will have reporting requirements to the Coordinator-General to demonstrate spread of economic benefit and local employment. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • Did the jail contractors also have similar requirements? • Myf Jagger – I cannot comment on those particular contractor requirements as I am not familiar with the assessment process they went through or when that assessment process was undertaken. However, what I can say is that every project I have worked on in Queensland has greater rigor placed on the assessment of social impacts and the back and forth required with the regulator to ensure we've got the right mitigation measures or strategies in place to respond to what we have identified as a social impact. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • 125km to is Brisbane and covers most of the south-east corner... • Myf Jagger – correct, however that is not the only measure. Yes, we will take in account being able to provide some reporting around what we have in that project region. We will also have a dedicated focus on what we can achieve for the project areas. Additionally, through the community consultation mechanisms we have we will also be able to share with you what is happening at a local government area level. <p>Statement from John Schollick:</p> <ul style="list-style-type: none"> • At a recent ICN Gateway meeting I attended, they advised there were five major contractors for Melbourne to Brisbane, is this correct? They also advised that people in that local government area can feed off that major contractor. • Myf Jagger – this would be a good opportunity to present again at the next CCC meeting to expand on our supply chain picture. We can show you where our Tier 1 contractors sit, the type of Tier 2 contractors we have and how that feeds down to Tier 3 and Tier 4 contractors. At the next CCC meeting we can talk about the role that ICN Gateway plays for local businesses. ACTION <p>Statement from Margaret McCarthy:</p> <ul style="list-style-type: none"> • Can you please also provide the timeframe for the different areas? • Myf Jagger – Yes, I will be able to provide the timeframe for the different projects (B2G, G2H, H2C, C2K) or alternatively have a representative present this information to the CCC on the overall delivery strategy and the Tier 1 contractors and who they are. ACTION

NO.	ACTIONS
	<p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • Is the Clontarf Foundation your only social partner? • Myf Jagger – no. We have a range of partners for social performance. The particular slide only highlights the key activities since the last CCC meeting (presentation slide 20). <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • Where can I find those social partners? • Myf Jagger – we have a Social Performance newsfeed on the Inland Rail website which talks a lot about the partnerships we have formed however I am happy to assemble some information for you. Is there a particular area that you are interested in? • Maree Rosier – no, just curious. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • With regards to the ICN meetings which you said were “well attended”, I understand the Gatton session was cancelled? • Myf Jagger – Yes, the Gatton ICN business capability workshop was cancelled as we didn’t receive sufficient registrations from the Gatton community to hold that particular business workshop. However, our workforce development event was well attended in the Gatton area. I still think there is an opportunity to understand what we could do better to ensure we are engaging businesses in the Gatton community. If you have any particular feedback you would like to share, I would be happy to have a discussion with you. <p>Question from observer:</p> <ul style="list-style-type: none"> • With regards to the supply chain process, similar to some Councils, would the corporation be prepared to write in provisions around the LGAs to ensure that local contractors are used as part of the policy? • Myf Jagger – ARTC continues to work with the local Councils about what local participation looks like and we are using the Australian Government guidance for industry and business participation largely and the development of what we have to deliver. However, what we do have within the SIA is some broad commitments to ensure there is a focus wherever possible on “local” local business participation. We are unable to set specific targets in those areas. Each of our contractors have a particular scope of works. Regionerate Rail are going from G2K and crossing multiple LGAs. For the B2G section we have two civil works contractors (Tier 1) working to deliver one project area and we also have the rail corridor package that will be delivered. Because of the unique nature of each of those contracts we have been negotiating, the targets that we negotiate and agree to with them is commercial in confidence to each of those contractors. Having said that, what we do try to provide within the SIA and the management plan is as much commitment as we possibly can to the fact that we are focusing on distribution of economic spend across the project area, the LGA and recognising that “local” definition of local business. <p>Statement from Chair:</p> <ul style="list-style-type: none"> • When we re-formed the committee in 2020, we set ourselves some targets to mitigate (as much as possible) the downside of project and maximise the benefits to the community. Two key things: <ul style="list-style-type: none"> ○ In terms of the construction of the railway, noise, interruption etc, we need to ensure what gets measured, matters. If the committee believes something is missing, or needs to be added, we need to communicate this – if it is not being measured, it won’t get done.

NO.	ACTIONS
	<ul style="list-style-type: none"> ○ We have already made the point that ARTC need to negotiate these matters and for them to be written into the contracts as much as possible. However, we should be asking ARTC to set minimum standards that relate to certain things. For instance, it is very wise to not set a target of 100% local but it is worthwhile saying that we expect “so much of it” to be local and then go out of our way to find ways to make sure that happens. <p>The reason why the ICN business session was cancelled in Gatton was because the Gatton community, Gatton businesses, Gatton people were not engaged. That is a fault of the committee as much as it is ARTC so moving forward, we need all the committee members to think about how we can engage those communities better. ARTC and the contractors are not going to meet those requirements unless local people actually feel like they can be involved. This is really important.</p> <ul style="list-style-type: none"> ● I have asked ARTC to make their draft SIMP available for feedback from the Committee so we can add value to the plan. Presenting it to the committee is a great way to start and following the next CCC meeting, I will encourage Committee members to provide feedback as to whether there is anything ARTC should include. ● Myf Jagger – I would welcome any feedback from the Committee. The revised Draft EIS requires a revised SIA and SIMP which is based on community feedback and community consultation. I would like to suggest (at the next CCC meeting) I explain the other two sub plans and the associated metrics. ACTION ● I will also investigate whether the metrics are tied to what has been identified as a significant social impact or a significant social opportunity within the SIA and the SIMP. So, while I think it is important to feedback around what additional matters need to be measured as part of Inland Rail’s social performance, it may not necessarily tie to what has been identified as a significant social impact or a significant social opportunity. I can present more on that level of detail so we can get that linkage happening. Otherwise, we will have a set of metrics out there that don’t link up. <p>Statement from the Chair:</p> <ul style="list-style-type: none"> ● I encourage you to continue to provide that level of information. ● Myf Jagger – more than happy to provide this information to the committee at the next meeting. <p>Comment from Maree Rosier:</p> <ul style="list-style-type: none"> ● The hours worked might be a more accurate or helpful metric rather than number of people. ● Myf Jagger – thank you, I accept that feedback. It is difficult to capture the breadth of hours per individual and represent that as a cumulative figure, however I will investigate what I can provide. <p>Question from Maurice Hennessy:</p> <ul style="list-style-type: none"> ● You have emphasised local labour but those figures show so less local labour, why? (presentation slide 26) ● Myf Jagger – depending on where that workforce is coming from it is still a reasonable and decent outcome for local employment (presentation slide 26). Remember that part of this process and given we are going through the revised assessments for next year, if there is feedback from this committee, I am happy to articulate those expectations.

NO.	ACTIONS
	<p>Comment from Maree Rosier:</p> <ul style="list-style-type: none"> • “137 local businesses have supplied to the project” is a meaningless metric to me, the value would be better (presentation slide 26). • Myf Jagger – thank you for the feedback. As mentioned, these are high-level infographics for projects. When we commence engaging on a project basis in Queensland, we’ll be able to share more granular information for G2K. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • Does this include cafes etc? • Myf Jagger – it will include business spend for our principal contractors. So, if they have engaged with the cafes etc then yes, this information will be available in due course. <p>Question from Gordon van der Est:</p> <ul style="list-style-type: none"> • You recently had business opportunity engagement in the Lockyer Valley, are you able to share any information from these? • Myf Jagger – the Business Capability Workshop in Gatton didn’t have sufficient community registrations to proceed but we did have our Workforce Development event in Gatton, which was well attended. We also held workshops in Ipswich and Toowoomba as well as dedicated sessions for First Nation businesses. The support is still available in 2023. <p>Question to committee from Myf Jagger:</p> <ul style="list-style-type: none"> • Would the committee like to be involved in a Wellbeing Activity Workshop and provide feedback to provide suggestions on amenity, community facilities, community cohesion, connectivity? • Committee – in agreeance to participate in a Wellbeing Activity Workshop. ACTION <p>Comment from Maree Rosier:</p> <ul style="list-style-type: none"> • The irony is not lost on the committee that you are talking about social cohesion and yet you are going to cut off the only intersection from north Gatton to south Gatton between our schools and football grounds. Any mitigation ARTC offers is going to be pale. • Myf Jagger – I appreciate there are some significant impacts as part of the Inland Rail program and through the SIA process, wherever possible, we will try to address those impacts as they are identified. As part of this program, we would also like to identify other opportunities to invest in other ways or offset some of that impact that is going to be experienced. <p>Comment from Maree Rosier:</p> <ul style="list-style-type: none"> • In the initial Draft EIS, consideration of Gatton as a community was absent. It is a bit cynical to damage the community and then say what can we do to repair the damage. <p>Comment from Chair:</p> <ul style="list-style-type: none"> • The point that Myf is trying to raise is that if there is a workshop, would you like to participate or not? • Maree Rosier – Yes, I will participate. I was merely stating a fact. <p>Question from Maurice Hennessy:</p> <ul style="list-style-type: none"> • I have been previously advised that the Old College Road / Eastern Drive intersection is not within Inland Rail’s scope of works, is this still the case? • John Schollick – the Department of Transport and Main Roads (TMR) have been out to that particular intersection and have been proposing a variety of solutions such as roundabouts and traffic lights etc and I participated in a meeting with TMR and suggested

NO.	ACTIONS
	<p>run-off / slip lane (similar to the Warrego Highway at Fairways Estate) instead of roundabouts and traffic lights. They were very open to receiving community feedback.</p> <ul style="list-style-type: none"> • Chair – there are several auxiliary works that are being proposed and planned outside of the scope works planned by ARTC and we should take an interest in them and speak to people who are able to provide solutions to those. • Corey Doran – to provide some clarity about the Old College Road / Eastern Drive intersection is now in scope of ARTC works. Infrastructure projects go through a process of evolution and while at some points of time the scope may reflect a certain conversation, the scope can progress forward with solutions to community impacts. To confirm, that intersection is now in scope and being actively discussed as part of the road network upgrades in Gatton.
7	<p>Stakeholder Engagement – 6:25pm – Corey Doran</p> <p>Presentation key points:</p> <ul style="list-style-type: none"> • Ten engagement events were undertaken along the Helidon to Calvert alignment between August to December 2022, with 327 direct conversations taking place with stakeholders. Ongoing consultation with landowners regarding land access. • Undertaking meetings with schools, churches and community groups. • Meetings with new landowners who have recently moved to the Toowoomba and Lockyer Valley areas. • Planning of 2023 EIS workshops targeting key topics from the submissions received during the public consultation in 2021. Proposed workshops will include: <ul style="list-style-type: none"> ○ Noise and vibration ○ Flora and fauna ○ Social performance and sustainability ○ Surface water, hydrology, flooding and groundwater ○ Traffic and level crossings • Workshop dates will be widely advertised (website, social media, emails, newspaper ads, direct consultation with key stakeholders etc) once known. <p>Nil questions from committee or observers</p>
8	<p>Passenger rail – 6:30pm – Diane Mather</p> <p>Presentation key points:</p> <ul style="list-style-type: none"> • The Gowrie to Kagaru System shall allow for a safe carriage of passenger services across the G2H and H2C sections in both directions. • The Gowrie to Kagaru System shall allow for the future operation of three car Diesel Multiple Unit (DMU) passenger services between Gowrie and Calvert, carrying a maximum of 225 passengers, with a maximum of 75 passengers per carriage and 12 wheelchair spaces in a single carriage. • The Gowrie to Kagaru System shall not preclude east bound and west bound future platform extensions at Gatton Station to accommodate six-car diesel passenger trains. • The ARTC Track System shall provide for the comfort of passengers and operational personnel while travelling on rolling stock. • The Tunnel Ventilation System shall comply with NFPA 130 <i>Standard for Fixed Guideway Transit and Passenger Rail Systems</i> across the G2H and H2C sections. • Passenger car noise levels shall comply with AS 7513.3 <i>Rolling Stock Interior Environment Part 3 – Passenger Rolling Stock</i>.

NO.	ACTIONS
	<ul style="list-style-type: none"> • The Gowrie to Kagaru System shall comply with National Fire Protection Association NFPA 130 <i>Standard for Fixed Guideway Transit and Passenger Rail System</i> across the G2H and H2C sections. • ARTC do not own and operate passenger trains. The ARTC model is to lease time on the corridor for trains to operate passenger services. Queensland Rail and the Department of Transport and Main Roads will be responsible for future passenger rail services (time schedules, number of services etc). <p>Question from observer:</p> <ul style="list-style-type: none"> • I understand the operator of any passenger service would need to purchase new carriages or rollingstock? Queensland Rail does not operate fast quality electric trains so is it correct that future potential operators will need to provide the necessary rollingstock to operate on the Inland Rail rail line? • Diane Mather – Queensland Rail has an existing passenger rail service called the <i>Westlander</i>, which will be able to utilise the Inland Rail rail line and tunnels. The Inland Rail rail line will not be a 3-rail electric powered track nor have electrified overhead catenary infrastructure. Transport for New South Wales has a service called the XPT and should they want to bring that service through to Queensland / Brisbane and it meets our customer interface agreements, we may make a commercial arrangement to run that train. <p>Question from observer:</p> <ul style="list-style-type: none"> • There is a significant barrier of entry by not providing an electric corridor. • Chair – I would like to make a general comment, I spent 6 weeks in the United Kingdom recently and 50% of the trains that I travelled on were not electric, they were diesel and these trains reached speeds of approximately 140km/h. You do not need to have electric trains to have passenger services. <p>Question from observer:</p> <ul style="list-style-type: none"> • Yes, but the existing infrastructure in South-East Queensland is primarily electric. • Chair – that statement is correct, and that existing infrastructure can also take passenger services that are not electric. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • We also have an existing rail system with rail stations which doesn't provide a passenger service so I am not quite sure what this would achieve. • Chair – that is not a requirement of the project at this stage. You are correct, they have to allow for it within Gatton in the project but where the railway stations will be a matter for Queensland Rail. • Diane Mather – correct, Queensland Rail and TMR. That is not to say they won't integrate with Inland Rail corridor in the future. It is future-proofed so that can happen should QR and TMR want that to occur. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • So where does Paul Antonio's "fast rail" fit in to all to this? • Diane Mather - Fast rail does not fit within the Gowrie to Kagaru project scope. <p>Statement from Chair:</p> <ul style="list-style-type: none"> • This is part of the issue the community has had for some time now. There is a study being undertaken by TMR in association with the Australian Government and local councils involved. We understand that the study has come to a position, however the study has not

NO.	ACTIONS
	<p>been released yet. I understand there were four different options considered but that information has not been released by the State Government yet.</p> <p>Question from Margaret McCarthy:</p> <ul style="list-style-type: none"> • Inland Rail has interactive fly-throughs of the G2K alignment, providing detail of where the alignment begins and ends, community and committee members should take the time to review these to get an understanding of where Inland Rail goes. • Diane Mather – correct, the interactive fly-throughs are available on our website <ul style="list-style-type: none"> ○ Helidon to Calvert fly-through: https://www.youtube.com/watch?v=MByWaHFoOhM ○ Gowrie to Helidon fly-through: https://www.youtube.com/watch?v=h77YaX5ece4 • Chair – ARTC have a certain requirement for a bit the track relevant to them with regards to the infrastructure construction so that the infrastructure construction will meet the basic requirements that would be necessary to passenger rail, which means it meets it EIS requirements. In reality, passenger rail won't occur unless the Federal and State Governments make an investment in passenger rail to fit in with the investment by Inland Rail. It cannot be done on its own. It is not ARTC's intention to build passenger rail. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • What happens beyond Kagaru? Or is that just out of scope? • Diane Mather – we do not preclude passenger rail. The tunnels are being constructed so that a future passenger train can operate through the tunnels. <p>Question from Gordon van der Est:</p> <ul style="list-style-type: none"> • Does that mean that the track will be both standard and narrow gauge? • Diane Mather – yes, the track has dual gauge capability. The connections from the QR narrow gauge line are a dual gauge connection on to the standard gauge of the ARTC Interstate network. There are also a number of connections in to the existing QR line. <p>Question from Gordon van der Est:</p> <ul style="list-style-type: none"> • So the existing diesel passenger train (<i>Westlander</i>) will be able to use the Inland Rail line? • Diane Mather – there is no reason at all why the <i>Westlander</i> cannot operate on Inland Rail. Additionally, distributed power trains or hybrid trains could also use the Inland Rail network as long as they meet the safety interface agreements that ARTC has with their customers. <p>Question from Michael Keene:</p> <ul style="list-style-type: none"> • Can you clarify that the design cannot and will not accommodate fast rail? • Chair interject – can you provide a definition of fast rail? 200km/h? 400km/p similar to Japan? Inland Rail will not meet that standard. • Michael Keene – where you explained the specification of rollingstock (3 car diesel multiple units), can they be considered fast rail? • Diane Mather – it would be similar to the New South Wales' XPT passenger train service. It will be a similar consist in its terms of specification. That said, New South Wales will be phasing out the XPT and introducing a new passenger service called the Explorer (Regional Rail Transport for NSW which is a hybrid train which will get over the electric / diesel matter. • Michael Keene – using the new Explorer as a point of reference, is it likely that this design will accommodate this train? • Diane Mather – absolutely, so long as it meets the safety interface agreement we have with our customers.

NO.	ACTIONS
	<p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> • How do passenger trains run alongside the rollingstock that is travelling at 180km/h from Melbourne to Brisbane using the 24-hour business model? • Diane Mather –the 24-hour business model from Melbourne to Brisbane runs at a maximum speed of 115km/h based on a reference freight train. The passenger train will be able to run on the corridor in conjunction with the freight trains and the line speed and transit time will depend on timetabling, how many trains are operating in the corridor and train stoppages. It won't be a non-stop journey from Melbourne to Brisbane. <p>Question from John Schollick:</p> <ul style="list-style-type: none"> • I've had experience with the rail in New South Wales and one of our farms was right on the rail line and an XPT went through at 7am and 11pm and the goods trains moved aside to a passing loop because the XPT train was a priority. I would imagine it would be the same in Queensland, correct? • Diane Mather – correct. Inland Rail has several passing loops along the alignment to allow trains to wait and let priority traffic through. It could be a passenger train, a livestock train, a train carrying domestic goods, alternatively if there is unfavourable weather, a train carrying grain may be prioritised over other services to get to the Port faster. • Diane Mather – ARTC run various network control centres across Australia, not dissimilar to an air traffic control system, and they are very competent at safely prioritising traffic on the network.
9	<p>General business – 6:50pm – all</p> <p>Question from observer:</p> <ul style="list-style-type: none"> • There net zero commitments by 2050 and these trains are going to be diesel powered, are there any discussions occurring with ARTC with the local government in relation to the removal of diesel from the rail system? • Diane Mather – ARTC is committed to meeting the UN sustainability objectives for 2030, we are working with a number of our existing customers about these objectives. Pacific National have released their 2022 ESG report Pacific National acquires new freight locomotives in line with ESG strategy - Pacific National and within it, they have a section where they talk about some new fleet they are investigating to meet these future sustainability objectives, which could be a hybrid train. They've commissioned UGL and Downer to make a fleet of 50 new trains so ARTC is interested to hear about that. We are encouraging our customers to look at new rollingstock where they can, and we will continue to work with ARTC's customers to support any new fleet to run on the ARTC network. <p>Question from John Schollick:</p> <ul style="list-style-type: none"> • SCT (which runs east to west) The Smith family run their own rollingstock, they are planning to green by 2027 and decommissioning all their locos and Lindsay Fox are going into green with Aurizon. • Diane Mather – that is good to hear and ARTC is having a lot of discussions with our customers on alternative rollingstock and these discussions will continue to occur. <p>Question from observer:</p> <ul style="list-style-type: none"> • So, you are saying that Inland Rail is not going to be electrified and there is going to be some other piece of technology that we currently don't have? • DM – potentially, yes. I cannot comment directly on that, I can only comment on what is currently in the public domain and because ARTC does not own our own trains.

NO.	ACTIONS
	<p>Question from observer:</p> <ul style="list-style-type: none"> We are being bombarded by the current Federal Government and other people suggesting to us to move away from fossil fuels, I don't have a problem with this personally however I just cannot see this happening. If Inland Rail doesn't have a plan to have the system electrified, then what is the new technology? DM – our customers are working on new technology and ARTC is in discussions with these customers. Chair – electricity is probably only a transition to something else because we don't even have enough electricity to power all our homes so while the answer is yes, while we will have green electricity down the track, at the lengthy rate is it going it won't support industry electricity until sometime further in the future so they have to find alternatives, for example, hybrid trains, battery or hydrogen powered so there is a lot of time and money being spent on investigating different locomotives. You are right, diesel will be a disadvantage in the future so there is a real incentive for rollingstock operators to find something else. <p>Question from observer:</p> <ul style="list-style-type: none"> With regards to rollingstock and the goods ARTC will cart, the way the federal government is going there won't be anything left to cart on your railway line because they are going to ban coal, then they will have trouble with China, there was also mention of not carting grain out of Parkes so what is the plan for the goods to be carted on the rail? Diane Mather – 70% of the freight that is planned to run on Inland rail is domestic goods. During the recent rain events we had a lot of existing network that were going across to Western Australia and Woolworths had a shortage on their shelves (similar to what occurred during the pandemic) because the domestic goods were on the train, so the way the population growth is going, internet and general shopping across Australia there won't be a shortage of domestic goods to go on the trains. <p>Question from Maree Rosier:</p> <ul style="list-style-type: none"> With regards to the net zero comment, while the venting of the tunnel has gone from a thermos-syphon to an electrically powered model, is that right? Diane Mather – yes but it will only operate as required to clean the air quality and temperature basis so it won't be a system that will continuously run. The fans operate on an as required temperature and air quality basis as needed after a train exits the tunnels to clean the diesel fumes, it will only run for a number of minutes, so it is effectively very energy sufficient. <p>Statement from Jim McDonald MP, State Member for Lockyer:</p> <ul style="list-style-type: none"> I would like to say a couple of things, firstly, thank you to the CCC for the work you are doing on this project. There are many in our community who still do not believe that Inland Rail is going to be built. This may be a project of national significance but it can't be at the expense of the Lockyer Valley so I really appreciate the attention and detail the CCC are giving to many of these important matters. Secondly, with regards to passenger rail, we have been wanting a guarantee for some time that ARTC's efforts won't preclude it and making sure that it doesn't deactivate the potential for someone else to invest in it. We know you are not going to deliver it, but we want to make sure there isn't going to be hundreds of millions of dollars of extra money having to be spent to allow it to happen so thank you, (presentation slide 9) was very significant. I also want to mention with regards to a comment made earlier by CCC member Maree Rosier about the 125km being local jobs, that is relevant when you are down through the middle of NSW or other less inhabited regional areas, but when we get close to Brisbane, it really means nothing. Before construction started on the Gatton jail, we tried to get a

NO.	ACTIONS
	<p>50km local content of employment, I would just like to emphasise that we would really like to see more local jobs for Inland Rail.</p> <p>Question from observer:</p> <ul style="list-style-type: none"> In November 2022, there was an article in the Brisbane Times newspaper that talks about IR and that the business case was going back to be completely revisited, is this correct? Diane Mather – there is a high-level review being undertaken by the Federal Government which drills down to how we've selected the alignment, how we've made certain commercial and technical decisions and assessments of the scope and schedule. Observer – part of my consultation work is talking to people dealing with infrastructure projects and their opinion of the Toowoomba tunnel is around 5 million dollars and 9 million dollars, which I don't think is good value for money, is part of that review assessing an intermodal terminal at Toowoomba and freight stopping at Toowoomba? Diane Mather – the options for intermodals terminals are being reviewed as part of this review and also cost and schedule and scope are being reviewed. Chair – I encourage you to review the terms of reference for the Review. My understanding of the review was that it was not a review of the scope of the project but was more a review of how the project was being implemented. Can the departmental representative here tonight provide any commentary on the review? Dianne Loughnan, Department of Infrastructure, Transport, Regional Development and Communications –it is an independent review done by an Independent Reviewer so the department is not able to comment Chair – we are not sure what the independent reviewer will say at this point but if you read through the terms of reference, it will be more about process and design rather than whether the business case is shortened so IR only goes as far as Toowoomba. I did not see anything in the terms of reference for the review that they would be considering stopping at Toowoomba and going to Gladstone instead. Gladstone would be an additional rail line, not instead of the section from Toowoomba to Brisbane. Personally, I was disappointed that the terms of reference for the review didn't say anything about an intermodal in the Lockyer Valley.
	<p>Meeting conclusion: 7:00pm</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Supply chain / ICN Gateway information	Myf Jagger	Next meeting
3	SIA and SIMP sub plans	Myf Jagger	Next meeting
4	Wellbeing Activity Workshop	Myf Jagger	Next meeting
5	Overall delivery strategy and the Tier 1 contractors	Myf Jagger	Next meeting

Next meeting

TBA