

# Meeting minutes

## Inner Darling Downs Consultative Committee Meeting

### Date / Time

02 March 2023  
6.00pm to 8pm

### Location

Pittsworth Motor Inn, 51 Helens Street, Pittsworth QLD 4356

### Facilitators

Bill Armagnacq, Inner Darling  
Downs CCC (BA)

### Minute taker

Clare Siddins – (ARTC Inland  
Rail) (CS)

### Distribution

All

### Attendees (Show organisation if not ARTC)

#### Inner Darling Downs Committee

- ▶ Vicki Battaglia, Individual (VB)
- ▶ Gary Garland (GG)
- ▶ Chris Joseph (CJ)
- ▶ Rob Loch (RL)
- ▶ Paul McDonald (PMc)
- ▶ Lance MacManus (LM)
- ▶ Phoebe Mitchell (PM)
- ▶ Ken Murphy (KM)
- ▶ Kate Venables (KV)
- ▶ Kylie Schultz (KS)
- ▶ Clinton Weber (CW)
- ▶ Kev Loveday (KL)

### Apologies (Show organisation if not ARTC)

- ▶ Garth Hamilton MP – Federal Member for Groom
- ▶ Myf Jagger (MJ)
- ▶ Paul Hanlon (PH)

### Guests (Show organisation if not ARTC)

- ▶ Warren Crowther, Program Manager BHQ
- ▶ Craig Rhode, Area Manager BHQ
- ▶ Dianne Loughnan, Regional Liaison Officer  
DITRDC

### ARTC

- ▶ Ed Matthews, B2G Program Manager (EM)
- ▶ Rob Smith, Senior Project Manager (RS)
- ▶ Majella Doyle Manager Stakeholder Engagement  
B2G & K2ARB (MD)
- ▶ Katie Unipan, Stakeholder Engagement Lead  
Northern (KU)
- ▶ Scott Cobine Stakeholder Engagement Lead  
Northern (SC)
- ▶ Belinda Scott-Toms, Stakeholder Engagement  
Advisor Northern (BST)
- ▶ Clare Siddins, Stakeholder Engagement Advisor  
Northern (CS)
- ▶ Amy Stewart, Social Performance Advisor (AS)
- ▶ Jacquie Neill, Senior Government Affairs Advisor  
(JN)
- ▶ Alex Sonegeo, Senior Project Engineer (AS)
- ▶ Royce Erwin, Project Manager (RE)
- ▶ Jon Roberts, Engineering Manager (JR)
- ▶ Lisa Goodman, First Nations Engagement Advisor  
(LG)
- ▶ James Egan, Senior Project Engineer (JE)
- ▶ Damian Ringelstein, Acquisition Manager (DR)
- ▶ Mathew Martyn-Jones, Director Communications  
and Stakeholder Engagement (MMJ)
- ▶ Brad Browning, Program Manager Farming  
Operations (BB)

### Members of the public

Eight members of the public were in attendance.

Discussions

NO.	ACTIONS								
1	<p><b>Welcome, introductions and conflicts of interest</b></p> <ul style="list-style-type: none"> <li>▶ BA delivered an acknowledgement of Traditional Owners.</li> <li>▶ BA noted that the terms of Committee members had expired and there had been reappointments and retirements.</li> <li>▶ BA acknowledged Larry Pappin and Tod Rohl would not be continuing as Committee members. BA noted that Kate Venables, as the President of the Toowoomba Chamber of Commerce, and Kev Loveday would step into these roles.</li> <li>▶ BA said the terms of the Committee members had been extended, and the Committee welcomed new members Kate Venables and Kev Loveday, and noted Kev Loveday has moved from SDD CCC to IDD CCC.</li> <li>▶ BA asked Committee members to introduce themselves to the room and state whether they have any conflicts of interest.</li> <li>▶ BA said he had no conflicts in relation to the project. As the Independent Chair, he receives remuneration from ARTC.</li> <li>▶ CJ stated he was an independent member and had no conflicts of interest.</li> <li>▶ Paul McDonald (PMc) stated he works for Southern Queensland Landscapes and does not have any conflicts. He represents approximately 800 members.</li> <li>▶ Ken Murphy (KM) stated he does not have a direct conflict of interest, but as a consultant, he does do consulting for various organizations and businesses. Probably the most relevant one is Brandon and Associates, an engineering company. He said that they're not expected to be doing any direct tendering towards Inland Rail.</li> <li>▶ Kylie Schultz (KS) said she had no conflict of interest and was there as an individual.</li> <li>▶ Phoebe Mitchell (PM) said she had no conflict of interest and was there as an individual. She said she does belong to a lot of organisations but is not representing any of them.</li> <li>▶ Clint Webber (CW) said he was an independent member with no conflicts he is aware of.</li> <li>▶ Vicki Battaglia (VB) said she was an independent member with no conflicts.</li> <li>▶ Kev Loveday (KL) said he was an independent member with no conflicts.</li> <li>▶ Gary Garland (GG) said he was an independent member with no conflicts.</li> <li>▶ Rob Loch (RL) said he was representing Pittsworth Landcare and had no commercial conflicts of interest. He did note; however, that the railway line was planned to cross his property.</li> <li>▶ Lance McManus (LMc) said he was General Manager for Toowoomba Surat Basin Enterprise (TSBE). He was representing 570 odd members. He noted no direct conflict apart from the fact that TSBE is a membership organisation.</li> <li>▶ Kate Venables (KV) said she is President of the Toowoomba Chamber of Commerce. She is representing over 500 members but has no direct conflicts.</li> <li>▶ BA explained that during the meeting, committee members can ask questions throughout the proceedings whilst observers can ask questions at the end of the meeting.</li> </ul>								
2	<p><b>Actions arising from previous meeting on 29 November 2022</b> <i>Slide 4</i></p> <table border="1" data-bbox="264 1704 1370 2024"> <thead> <tr> <th data-bbox="264 1704 349 1794">NO</th> <th data-bbox="349 1704 857 1794">ACTIONS</th> <th data-bbox="857 1704 976 1794">ACTION BY</th> <th data-bbox="976 1704 1370 1794">RESPONSE</th> </tr> </thead> <tbody> <tr> <td data-bbox="264 1794 349 2024">1</td> <td data-bbox="349 1794 857 2024">Provide a response on whether any leaching of lime or other contaminates that has caused environmental concerns during construction in NSW with the flooding that has occurred.</td> <td data-bbox="857 1794 976 2024">ARTC</td> <td data-bbox="976 1794 1370 2024"> <p>“There were no areas on the project where lime leaching or other contaminants have caused any environmental concern or harm during the floods.”</p> <p><i>Justin Bate, HSE Superintendent</i></p> </td> </tr> </tbody> </table>	NO	ACTIONS	ACTION BY	RESPONSE	1	Provide a response on whether any leaching of lime or other contaminates that has caused environmental concerns during construction in NSW with the flooding that has occurred.	ARTC	<p>“There were no areas on the project where lime leaching or other contaminants have caused any environmental concern or harm during the floods.”</p> <p><i>Justin Bate, HSE Superintendent</i></p>
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	<p>2 Provide the number of hectares of the offsets property. Response provided in meeting: 2,800ha.</p>	CLOSED	Response provided in meeting: 2,800ha
	<p>3 Share Inland Rail’s Foot and Mouth policy and protocols with the Committee.</p>	ARTC	Emailed to committee members
	<p>4 Provide a cumulative look at work Inland Rail is involved in and what the local spend is. MJ said the KPIs are commercial in confidence and unable to be published and will provide more details on ARTC’s local spend KPIs for the contractor at the next meeting.</p>	ARTC	Update to be presented during the March 2023 meeting
<p>3</p>	<p><b>DEPARTMENT OF INFRASTRUCTURE UPDATE</b> <b><i>Dianne Loughnan, Regional Liaison Officer DITRDC</i></b> <b><i>Slide 5</i></b></p> <p><b>Australian Government Inland Rail Review</b></p> <ul style="list-style-type: none"> <li>▶ DL provided an update on the Department’s response to the Inland Rail Review.</li> <li>▶ DL stated that the Review was with the Minister’s office and that the Department was considering the findings and recommendations.</li> <li>▶ DL said it had previously been indicated that the Review would be released by the end of March 2023, but noted this date was not confirmed.</li> </ul> <p><b>Questions from the Committee:</b></p> <ul style="list-style-type: none"> <li>▶ GG referenced media comments by the Federal Minister for Transport on 24 February 2023. GG stated his understanding is the Minister’s priority is fast rail between Sydney and Newcastle and there was no mention of freight rail. GG was keen to get DLs views on this.</li> <li>▶ DL said she could not comment on the Minister’s public statements and that the Committee and community members should wait to see what the Department’s response includes in the Review.</li> <li>▶ BA also referenced recent media commentary and believed those comments were more of a criticism of the previous Government rather than of the Inland Rail project.</li> <li>▶ GG referred to ARTC board appointments of Peter Duncan and Dr Collette Burke.</li> <li>▶ BA noted there were no more questions and moved on to Program Update presentation.</li> </ul>		
<p>4</p>	<p><b>INLAND RAIL PROGRAM UPDATE</b> <b><i>Rob Smith, Senior Project Manager</i></b> <b><i>Slides 7- 15</i></b></p> <ul style="list-style-type: none"> <li>▶ RS thanked the Chair and on behalf of the Northern B2G Team thanked the meeting participants for attending and providing the opportunity to present a project update.</li> <li>▶ RS started his overview with a brief video presentation – 2022 Inland Rail update.</li> </ul> <p><b>Inland Rail Program and Approvals Update</b> <b><i>Slide 9</i></b></p> <ul style="list-style-type: none"> <li>▶ RS provided an update on IR’s projects, noting that Parkes to Narromine (P2N) was now in operation, and that Narrabri to North Star (N2NS) Phase 1 and Tottenham to Albury (T2A) Phase 1 tranche 1 were in construction.</li> <li>▶ RS advised that since February 2023, the Narromine to Narrabri (N2N) and North Star to Border (NS2B) projects had received NSW State Government environmental approvals.</li> </ul>		

- ▶ RS said these projects would now need to get Australian Government EPBC approval, which he anticipates will be approved in the coming months.

### **Victoria Update**

#### *Slide 10*

- ▶ RS said construction had kicked off in Victoria noting that once the project is complete it will allow double stacked freight locomotives to run on that section of track.
- ▶ RS said McConnell Dowell are the contractor undertaking these works.

### **Gowrie to Helidon (G2H) Project Update**

#### *Slide 11*

- ▶ RS said the G2H project has formally received its Requests for Information (RFIs) from its consultation during public notification. Similar to the B2G project, G2H is focused on updating its revised draft EIS and addressing submissions received from the public as part of that process.
- ▶ RS outlined a series of upcoming events on the G2H project in March and April 2023 including a Social and Sustainability Workshop at Gowrie Junction Hall on 16 March 2023; the Gowrie to Calvert CCC Meeting on 18 April 2023 at the Laidley Cultural Centre; and the Flora, Fauna and Offsets Workshop on Wednesday 19 April 2023 at Murphy's Creek Community Hall / online.
- ▶ RS said the workshops had been set up to reflect the main topics raised in the submissions to the first round of notifications for G2H.
- ▶ RS said they would have Subject Matter Experts (SME) at the workshops who can provide updates on investigations and new information that they can share as part of that process and towards a revised draft EIS.

### **North Start to Border (NS2B) Update**

#### *Slide 13*

- ▶ RS advised again that NS2B had received its NSW environmental approvals and is now progressing through the Australian Government's EPBC approval process.
- ▶ RS explained some of the complexity of the approval process for this section is that it crosses the NSW/Queensland border at the McIntyre River and travels to the Southwestern Line in Queensland.
- ▶ RS noted that to complete this section of work, the contractors would require approval in both NSW and Queensland and that the work on the Queensland side could not start until it had received the necessary approvals in Queensland for the B2G project.

#### **Questions from the Committee:**

- ▶ Kev Loveday (KL), Phoebe Mitchell (PM) and Lance MacManus (LM) asked a series of questions about the NS2B project going into Queensland, the exact extent and location of its footprint in Queensland, and exactly where it is crossing the McIntyre River and what this would mean for approvals for that section of the NS2B project.
- ▶ RS explained that from a design perspective, it made sense for one project team and one designer to design and construct the bridge all the way up and over the McIntyre River and continue into Queensland to a logical tie in point, which is the Southwestern line of Queensland Rail (QR) track.
- ▶ RS clarified that from an approvals perspective, IR is required to pick up the section that is in Queensland and included it in the B2G EIS.
- ▶ RS said the preferred contractor engaged for this section of the project will have a set of EIS approval conditions they will need to meet from a NSW and Queensland perspective.

- ▶ RS noted that the contractor doing that section has created a package within the Central Program that will only commence construction once they have the necessary approvals from both NSW and Queensland.
- ▶ RS also noted the specific location of the crossing of the McIntyre River is adjacent to the Rainbow Reserve.
- ▶ LM asked whether the NSW environmental approval had an expiration date given that the project would need to wait for the Queensland section approval before it could be completed, which could take some time.
- ▶ RS said he would take that question on notice and get back to the Committee.

**ACTION: Inland Rail to prepare a response to whether there is an expiration date on the NSW environmental approval.**

### **B2G Project Timeline**

*Slide 14*

- ▶ RS referred to the B2G project timeline slide. RS said that although the project is still seeking approvals, we are currently working through early procurement activities to award detailed design, early works and construction.
- ▶ RS did highlight however, that all major construction is subject to achieving the EIS approvals and that only early works that aren't dictated by the EIS can be done.

### **B2G Site Investigations and Surveys**

*Slide 15*

- ▶ RS provided an overview of the B2G project including an update on site investigations and surveys.
- ▶ RS said this would be discussed further by BHQ Program Manager Warren Crowther.
- ▶ RS noted that BHQ were in the field at the moment doing investigations, that includes having to run cultural heritage investigations, feature surveys, geotechnical investigations associated with potential borrow pit sites, and investigation of potential ground water monitoring bores and decommissioning of some existing ground water monitoring bores.

### **Questions from the committee:**

- ▶ PM asked if BHQ were only doing this side of B2G.
- ▶ RS outlined the battery limits (defined boundary) of the Northern Civil Works program, where BHQ are the preferred proponent, are from Whetstone all the way through to Gowrie. South of Whetstone will be delivered by Freight Connect (Laing O'Rourke).
- ▶ VB asked about whether the K2ARB project had been declared as a Coordinated Project? Can you do work on that line now, given it is not through a declared project process.
- ▶ RS said it had not been declared and that it was still awaiting the approvals pathway for that part of the program from the Queensland State Government.
- ▶ VB then asked if Illabo to Stockinbingal had received approval.
- ▶ RS said that the Illabo to Stockinbingal section was still in environmental approval phase.
- ▶ VB and RL asked about mud pumping, which VB suggests is a big concern in Victoria. VB and RL explained that mud pumping is a phenomenon that had caused serious issues for infrastructure projects in certain locations. VB said it was one of the main issues they wanted to address in Victoria and asked if there had been a resolution?
- ▶ **RS noted that any of the projects IR is undertaking are being built according to a design and a design life but took the Question on Notice.**

**ACTION: Inland Rail to prepare a response about the issue of Mud Pumping and whether these issues have been resolved in Victoria.**

- ▶ RS advised that generally mud pumping occurred in areas where there is a failure in the formation. RS said that as IR is building new formation along all of IR so in his view it's unlikely mud pumping would occur soon or even during design.
- ▶ VB commented on the 370 jobs figure referenced in the IR video and asked if those jobs were 15 hours a week and 26 weeks a year.
- ▶ RS said it would be addressed by the Social Performance team later in the presentation.
- ▶ VB also asked about figures used in the video referring to the use of renewable energy in camps. The video said IR was using 50 per cent renewable energy in camps and site offices across the project. VB wanted to know how we came up with that figure, did we do a carbon footprint?
- ▶ **RS said he did not have a specific answer for that, and he would be happy to take it away and come back with an answer.**

**ACTION: Inland Rail to prepare a response about how it measures its renewable energy savings, noting reference to 50% renewable energy use at work camps and site offices in video.**

- ▶ RS did note; however, that IR assesses the project from an overall sustainability perspective, which will consider all elements, not just power.
- ▶ RS said a good example of sustainability on the project was the Material Distribution Centres where IR brings in construction materials on rail to avoid trucking and extra emissions associated with trucking.

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#### **STAKEHOLDER ENGAGEMENT UPDATE**

***Majella Doyle, Manager Stakeholder Engagement Northern***

*Slide 16 - 21*

- ▶ MD outlined engagement key activities since the last CCC meeting in addition to regular meetings with landholders.
- ▶ MD said the team attended and sponsored the Pittsworth Postle Gift on 10 December 2022, hosted an Ecology Workshop on 18 January 2023, organised a CCC tour on 4 and 5 February 2023 and an Office of Coordinator-General (OCG) tour on 7 and 8 February 2023.
- ▶ MD noted there had been four drop-in information sessions in February 2023 including at Pittsworth, Brookstead, Inglewood and Millmerran.
- ▶ MD said this is part of the team's commitment to take the project to the community and be somewhere on the alignment every week until December 2023.

#### **Regional Ag Shows**

*Slide 18*

- ▶ MD highlighted IR's commitment to sponsoring communities along the alignment.
- ▶ MD said the team were pleased to be sponsoring key agricultural shows and events along the alignment including the Millmerran, Pittsworth, Inglewood, Royal Toowoomba and Goondiwindi agricultural Shows and FarmFest at the end of June.

#### **Upcoming Drop-In Sessions**

*Slide 19*

- ▶ MD outlined the team's program of drop-ins from March to May 2023, which include Biddeston, Pittsworth, Pampas, Inglewood, Millmerran and Brookstead.
- ▶ MD reminded all attendees that the team could also be contacted any time by email or phone or by visiting the office in Toowoomba.

**Questions from the Committee:**

- ▶ VB and PM asked about the location selection for drop-in sessions.
- ▶ VB suggested that Southbrook would be a better location than the Biddeston Store.
- ▶ MD thanked VB for the feedback and said we would take that on board.
- ▶ PM raised concerns that there had not been enough activity in Kingsthorpe, Cranley, Harlaxton and very little in Gowrie Junction, wondering why?
- ▶ PM also suggested we should reconsider the location of our CCC meetings. PM suggests a meeting near the airport or even in Toowoomba would help attract people impacted at the northern end of the B2G project area.
- ▶ KU welcomed the feedback and said the team were happy to look at new locations for pop-ups and meetings.
- ▶ KU did note, however, that previous pop-ups in Gowrie Junction have not drawn any people from the B2G project area.
- ▶ KU said we are very happy to take suggestions on board and asked for PM to email through suggestions.

**Office of Coordinator -General**

*Slide 21*

- ▶ MD provided an update on the position of Coordinator-General noting that last year, Tony Power announced that she wouldn't be renewing her contract for the role of the Queensland Coordinator-General and that she had her last day in the role on Monday 6 February 2023.
- ▶ MD said that Mr Mike Kaiser, who's also the Director General for the Department of State Development, had been appointed as the interim Coordinator-General for three months until May 2023.
- ▶ In closing, MD thanked CCC members for their participation in the CCC tour and the valuable knowledge and insights they were able to share on that tour.
- ▶ MD reminded Committee members that if there were any key areas they wanted to know about to please pass that information through to BA, so that IR can prepare and make sure those issues are addressed.

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**CCC TOUR INSIGHTS**

**Bill Armagnacq, Chair IDD CCC**

*Slides 23 – 24*

- ▶ BA provided a brief CCC tour overview stating that four members of the IDD CCC participated in the tour and three from SDD CCC.
- ▶ BA commented that a particular interest for him on the tour was the 350-person camp in Moree.
- ▶ BA reflected that in Goondiwindi the camp is likely to accommodate up to 650 people and he was impressed by the potential legacy assets that Goondiwindi would get as a result of that, for example, upgrades to electricity, water, sewage, roads and possibly even a bar area at the Showgrounds.
- ▶ BA said there were a whole range of things that would benefit the community from IR's activities in Goondiwindi, mostly from the project south of the border.
- ▶ BA said it was interesting to reflect on the small but important considerations the project had considered to reduce its impact – citing an example in Moree where IR had rented a vacant block near the office for parking to reduce the number of IR vehicles taking up parking in the main street.
- ▶ BA said he had heard of a landholder who was able to negotiate a more appropriate solution in relation to water flow on his property, which made both parties happy.

- ▶ BA also mentioned activities at Crooble, where they were not able to use rail to bring things in for construction. He said the contractors committed to meeting targets to reduce their impact locally, like a demerit system, which he found interesting.
- ▶ CJ also attended the tour and made some reflections on positive community sentiment in Moree.
- ▶ CJ attended church during his visit and spoke with several people who made positive comments including good jobs for Indigenous young people, and good outcomes for local businesses.
- ▶ CJ was very interested to see in person the floodway (a photo was featured in the slide) noting that the culverts are so big, you could drive a utility through them. CJ said after seeing these structures he was impressed with the engineering and more confident about the project in our region.
- ▶ CJ said local businesses could not be happier and that IR was well respected. CJ also said being transparent and upfront with people was key to IRs success in the community.
- ▶ PMc also provided some feedback. He said that seeing the culvert/bridge structure also gave him more confidence in IR's capacity to cross the Condamine Floodplain.
- ▶ PMc commended IR on its engineering work through the Brigalow/Belah country, which he said can be very difficult. A lot of the alignment on the tour went through Brigalow/Belah country and he could see how well it was constructed and the engineering involved.
- ▶ PMc said one of his concerns was around migratory animals and he feels this was one of the weaker points of the construction work suggesting there were not many fauna crossings evident. PMc noted, however, that he was advised that B2G would have a lot more fauna crossings built into the design.
- ▶ Kate Venables (KV) commented that she also went on the tour. KV said it was the perfect immersive introduction to IR as a new CCC member and she came away with a view that there continues to be big opportunities for people to listen to community in IR and that the CCC has an important role as a bridge between the community and IR.

**Questions from the Committee:**

- ▶ KL referred to notes about the tour that reflected on the poor state of secondary roads in the area caused by floods and heavy vehicle movements associated with farming activity. KL said that IR contractors and construction vehicles may have caused some of that damage. He believes this should have been referenced in the report.
- ▶ KL was also concerned that the report did not adequately cover the fauna impact caused by IR vehicles citing anecdotal feedback from a local resident who believes that ARTC vehicles may have been responsible for an increase in koala deaths on local roads, particularly due to the convoy of vehicles and plant often involved in IR construction activity.
- ▶ KL also doubts the claim in the report that IR will eventually take a huge burden off these local roads. KL considered this claim was a bit of an exaggeration – as local farmers will still be using these roads with heavy vehicles and equipment to deliver grain to silos etc.
- ▶ KL notes that the N2NS section is not complete, referencing comments by Heather Parry that suggest the section north of Moree called Phase 2 is unlikely to be started until July 2024. He also referred to a report by the Australia and New Zealand Infrastructure Pipeline on the ARTC website, which says it won't be complete until December 2026. KL asked, will the railway line be functional in the meantime, until construction starts on the missing link? And, what will happen when construction is on, will the line come to a complete stop?
- ▶ BA said the report on the trip was just commentary from himself and Graham – it was not an attempt to justify the IR project. He said it was a series of observations that the roads were in a poor state. He said that IR trucks would have been through there and they would have impacted the township and the roads.
- ▶ BA said there was a text message system in place that was very helpful that went out to all impacted parties locally, if there was anything happening locally that impacted the project or local region.



	<ul style="list-style-type: none"> <li>▶ PM said she knows that area very well with family at North Star and Crooble and provided an overview of how farmers are moving produce in the region and their use of local roads. PM believes IR will make a big difference to roads in that region eventually.</li> <li>▶ VB asked RS to confirm that there were no terminals in Queensland as part of IR.</li> <li>▶ RS said that IR was building the trunk and that if silo operators choose to connect into that they can do so.</li> <li>▶ VB said there were no terminals in Queensland in the EIS</li> <li>▶ RS said we describe how we can connect to terminals, but we are not proposing any new ones.</li> <li>▶ VB made a comment that she believes the whole business case of IR and its current route makes no sense, because if you want to deliver goods within 24 hours from Melbourne to Brisbane, there is no time for the trains to stop at these local terminals.</li> <li>▶ RS said there is a requirement to survey all roads we are proposing as haul routes beforehand to establish the condition and we survey if afterwards. If there is any dilapidation of the roads IR is required to fix it.</li> <li>▶ VB asked during construction, who is required to maintain the road during that time if it dilapidates?</li> <li>▶ RS said there is a requirement to maintain roads during construction.</li> <li>▶ RS referred to previous comments about the 24-hour runtime of the super freighters, highlighting there are a number of assumptions in Inland Rail’s Business Case that include grain trains moving from local pickup points to the ports that are not bound by the 24 hours.</li> <li>▶ RS noted that we do use the existing networks of the Southwestern line and the Millmerran Branch that make up a large proportion of the B2G project, that will either be bolstered or continue. In relation to what happens during construction, RS said there may be a period where IR would take possession of the line and stop operation, yet to be confirmed. If that is the case, there would likely be an obligation to reroute trucks for a period until the track was put back into operation.</li> <li>▶ RL said logic would say if you had a relatively short period, you would choose a time when it is not during peak grain period.</li> <li>▶ RS said there are ways to increase the stockpile and then run through the night and do sections. And there's all sorts of ways to try and minimise its impacts.</li> <li>▶ In reference to an earlier question from KL around the likely timing of construction work on sections of the N2NS project in NSW, RS said he take those questions on notice and come back to the Committee.</li> </ul> <p><b>ACTION: Inland Rail to provide an update on how staging of construction and line opening will work.</b></p>
<p>6</p>	<p><b>Social Performance Update</b></p> <p><b>SOCIAL PERFORMANCE UPDATE</b></p> <p><b>Amy Stewart, Social Performance Principal</b></p> <p><i>Slide 25 - 34</i></p> <ul style="list-style-type: none"> <li>▶ Amy Stewart (ASt) thanked the Chair and started by introducing Lisa Goodman to the Committee.</li> <li>▶ Lisa Goodman provided a brief overview of her role as IR’s First Nations Engagement Advisor.</li> <li>▶ Lisa said she has moved across to Inland Rail from Toowoomba Regional Council where she was Team Leader of Community Development and First Nations Engagement.</li> <li>▶ Prior to that Lisa said she lived in Pittsworth for three-four years around 10 years ago.</li> </ul> <p><i>Slide 26</i></p>

- ▶ ASt said the Social Performance team were focused on minimising the impacts on existing farming, agri business, tourism within the alignment, and making sure that local businesses are aware of supply opportunities and how to register and how to access those opportunities.

*Slides 27-28*

- ▶ ASt said during the presentation she will focus on local Indigenous industry participation.
- ▶ ASt referred to the IR Participation Plan, which is all about again providing a full, fair and reasonable opportunity for capable and competitive businesses to participate in that supply chain.
- ▶ ASt outlined IRs Sustainable Procurement policy, which focuses on local suppliers, skills and labour and ensuring they are used where possible and to ensure that environmental, social and economic considerations are embedded into our procurement process.
- ▶ ASt provided an overview of the social performance strategy, which is to responsibly deliver and operate IR with the least negative social impacts and where possible, enhancing those benefits.
- ▶ ASt provided a summary based on the N2NS Phase 1 of what has happened as a guide for what's ahead in B2G.
- ▶ ASt said from the period September 2020 to November 2022, 136 local businesses supplied to the project, \$218.5 million total spend and 12 indigenous businesses with the \$18.5 million spend.
- ▶ ASt explained the jobs figures on the slide saying 2,007 people have worked on the project, with 1,558 described as sustainable jobs.
- ▶ ASt described a sustainable job as a minimum of 15 hours a week for a minimum of 26 weeks.

**Questions from the Committee**

- ▶ PM asked for clarification of whether the jobs figures mentioned included ARTC employees?
- ▶ ASt responded that it was just the jobs figures from the primary contractor and sub-contractors employed by the primary contractors.
- ▶ ASt said ARTC employees, and any contractors directly employed by ARTC would not be included in those numbers.
- ▶ KL asked about the often-referenced jobs figure of 11,800 jobs, suggesting the reality is well short of that number. KL asked if it was that the accumulation of all the different sections added up? Was that how it was worked that out?
- ▶ ASt said she would take this question on notice - on exactly how they came up with that jobs figure, but based on her estimates, if you added all the sections, it would be close to that number of jobs.

**ACTION: Inland Rail to provide clarity on how the 11,800 jobs was determined.**

- ▶ VB said normally projects are required to report jobs as FTEs as an industry standard, and asked why IR was reporting them in this way instead of industry standard?
- ▶ VB suggested 15 hours a week is not sustaining anyone.
- ▶ ASt said it was a minimum of 15 hours and that many of those people employed would be doing a lot more than 15 hours.

*Slide 29*

- ▶ ASt provided an outline of the ICN Gateway and highlighted how local businesses can be visible to contractors working on the project.

- ▶ ASt said it was a good idea to attend industry events and briefings, make yourself known to Contactors, reach out to existing clients, engage with local Chambers of Commerce and industry associations.

**Question from the Committee**

- ▶ GG referred to the employment numbers and asked about equal employment noting that it appears less than 10 per cent of your employees are women. He asked if there is a reason for that?
- ▶ ASt responded that the construction industry is notoriously male orientated; however, it is something that ARTC is looking at and we're working with our contractors to ensure that we work on programs and we're encouraging girls and women into the construction industry.
- ▶ ASt suggested a quick look around the room shows a good female representation from ARTC, but said it is something they are working on.
- ▶ PM raised said that as ARTC numbers are not included in the previous figures and any reference to ARTC female representation was confusing.
- ▶ ASt said the question was about whether ARTC was an equal opportunity employer, so she felt it was appropriate to reflect on the number of women in the room employed by ARTC.

*Slides 30 – 32*

- ▶ ASt highlighted the key features of the ICN Gateway and how businesses can keep track of project opportunities, update company profiles, receive notifications, and search for supply opportunities.
- ▶ ASt noted ongoing support available via webinars on IR website, and offers one-on-one mentoring support, IR could also attend key industry events.
- ▶ ASt also noted ARTC has awarded contracts at a value of more than \$34 million to businesses in Goondiwindi Regional Council and Toowoomba Regional Council areas. Local spend on accommodation in Toowoomba and Goondiwindi LGAs was approximately \$58,000. This is a good example of how these supply chains are already very active in local LGAs.

**Sponsorship Along B2G in 2022**

*Slide 34*

- ▶ ASt provided an overview of sponsorships and donations within B2G area saying 23 local projects were supported by IR valued at \$74,810 in 2022.

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**ENVIRONMENTAL IMPACT STATEMENT (EIS) UPDATE**

**Rob Smith, Senior Project Manager**

*Slide 35 – 37*

**Anticipated EIS and Approval Timing**

*Slide 36*

- ▶ RS provided a snapshot of the EIS approval process, stating the aim was to have the revised draft EIS submitted for formal adequacy review by the Office of Coordinator-General by mid-2023. Subject to the OCG deeming it adequate for notification, they will then allow it to go out to a second round of public consultation.
- ▶ RS said if there are any updates required on the back of that, it must be closed out with the Coordinator-General. At that point, they will accept the EIS as final.
- ▶ RS said they then release a report on the EIS outlining recommendations and conditions for Queensland statutory approvals.

- ▶ RS said IR anticipates an early 2024 completion date for the EIS and shortly after Australian Government approvals.

### **EIS Update**

*Slide 37*

- ▶ RS provided an update on key areas of the EIS and noted that the revised draft EIS is a new document completely replacing the previous draft EIS.
- ▶ RS said there is a Soils Workshop in March 2023 with Darling Downs Soils Conservation group where we will give an update on our program regarding the land resources chapter and those assessments and methodologies that have been redeveloped for the revised draft EIS.
- ▶ RS said the Ecology team continues to work through significant requirements on flora and fauna, incorporating recent field surveys into the technical reports and chapters.

### **Ecology Update**

*Slide 38*

- ▶ RS gave an update on the Ecology Workshop held on 18 January 2023, which was attended by approximately 40 people.
- ▶ RS said the event included updates on the ecology process, including the survey efforts, the species involved including those that have been identified as part of that assessment, and the vegetation that has been identified as part of the assessment.
- ▶ RS said IR was trying to give full visibility of what will be in the revised draft EIS.
- ▶ RS referred to the subject matter experts that spoke at the Ecology Workshop, which included Dr Rodney van der Ree from Ecology WSP, who talked through fauna movement pathways, landscape and connectivity, methodology and modelling.
- ▶ RS also mentioned Dr David Dique from ERM, who discussed the draft Koala Management Plan and how koalas and their habitat are going to be managed during construction and the operation of the IR.

### **Water Resources Update**

- ▶ RS said all hydrological and hydrogeological aspects of the revised draft EIS are now being finalised and those chapters are with the OCG for review.
- ▶ RS said groundwater and surface water chapters have been sent to the OCG for comment before a formal adequacy check.
- ▶ RS advised that in accordance with recommendations of the Flood Panel, IR has engaged two independent hydrologists to review our work moving forward to make sure it is in accordance with all the recommendations made by the Flood Panel.

### **Questions from the Committee:**

- ▶ VB asked if there is an advanced copy of the Hydrology Report available?
- ▶ RS advised that as we were still reviewing them, and that those chapters would come out with the revised draft EIS.
- ▶ RS said the revised chapters were very comprehensive documents.
- ▶ RS provided a summary of the digital mapping that has been developed to help people better understand the document in relation to hydrology and flooding.

### **Biodiversity Offsets Update:**

*Slide 39*

- ▶ RS said Canning Creek was the first biodiversity offsets property in Queensland.
- ▶ RS said the property contained a range of offset values including matters of state and national significance including eucalypt and brigalow woodland habitats that are home to a range of threatened species, including koalas.
- ▶ RS explained that the Canning Creek property allows IR to offset a large portion of its offset obligations to protect and manage similar vegetation that will, unfortunately, unavoidably be impacted by certain areas of the B2G construction activity.

#### Questions from the Committee

- ▶ LM asked about the long-term ongoing management of the property and how IR would deal with that.
- ▶ RS said the purchase includes a 20-year land management plan that outlines measures to protect the land and improve its biodiversity values, which includes fencing, weed and pest control activities. IR will be seeking EOIs from businesses that offer land management services.
- ▶ RS said this is an extension of the biodiversity offset program in NSW and Victoria where IR has executed similar purchases.
- ▶ VB asked about translocation of koalas, saying that at the last meeting it was suggested that this land would be upgraded for the koalas. Can you find out what that meant? It was indicated that this land would be made better for the koalas. What are you going to do to this land to have better carrying capacity for the koalas? What I would like is the actual project plan for this 2,800-ha property.
- ▶ RS said he would take the question away and provide more detail on this in a future meeting.

**ACTION: Inland Rail to explain what an uplift in environmental values means and also provide a detailed overview of IRs plan to manage and improve the offsets property.**

- ▶ PM asked if the property fronted onto the State Forest and would animals have access to the State Forest also.
- ▶ RS said that yes, the State Forest would be accessible.
- ▶ RL said he wanted it to be registered that the Committee is very keen to receive from ARTC a plan for how they are going to manage that property.
- ▶ BA thanked Rob and introduced Warren Crowther from BHQ.

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#### BHQ UPDATE

**Warren Crowther (WC), Program Manager**

*Slide 40 – 46*

#### Geotechnical Investigations/Surveys Update

*Slide 41*

- ▶ WC provided an update on site investigations along the alignment.
- ▶ WC said the work started in November 2022, and following a short break over Christmas, has continued since January 2023.
- ▶ WC referred to a map, which represents the sites that BHQ planned to do, overlaid with the sites we have now done.
- ▶ WC said crews started work at the Toowoomba end and are working their way towards Whetstone. He said they are currently in the Millmerran area.
- ▶ WC said that the reasons they had not done planned work in some locations included that access had not been given, or they had not yet gone to that location on the map.

- ▶ WC reminded the group that the purpose of the investigations was to progress the design and verify assumptions made in the design.

*Slide 43*

- ▶ WC showed a table, which summarises what BHQ originally planned to do, what it's currently planning to do and what they have already done.
- ▶ WC noted that the original plan of 231 geotechnical investigations on 50 separate properties and 335 survey investigations has been revised down and they are now intending to do 155 Geotech investigations on 39 properties and 315 survey investigations.
- ▶ WC said this is a large reduction in the Geotech scope and a small reduction in the survey scope.
- ▶ WC said they were hoping to complete this work around the middle of the year.
- ▶ VB asked if BHQ had multiple crews along the alignment doing different things. WC said BHQ had one drill crew, one test pit crew and one survey crew. WC initially thought all those crews were out in the Millmerran area at the moment.
- ▶ VB said the crews were in Athol not Millmerran as previously stated.
- ▶ Craig Rhode (CR) from BHQ responded to VBs comments saying that there are some properties that if land access has come online after the crews have gone through, some will double back to pick up those additional investigations if they were not available when the bore hole crew and test pit crew came through the Athol area initially.
- ▶ VB asked if they had consulted with landholders about where the test sites were happening, noting that she had seen crews in the middle of cultivation and she would have thought they would have said no to do that.
- ▶ CR said every landholder had been consulted on the exact location and if the landholder expressed concern and did not want us to go ahead, we have not gone ahead with that investigation at that location.
- ▶ VB asked about ARTC owned land and whether investigations could be done on ARTC owned blocks in order to leave private landholders alone.
- ▶ WC said where possible we move investigation sites to minimise impacts on other directly impacted landowners.
- ▶ VB said that she thought at Athol there would have been extensive information available from the Toowoomba Bypass and that they would not have had to dig any holes at all.
- ▶ WC said that BHQ would need specific information at the sites of the actual alignment.
- ▶ PM asked if landholders refusing access was the main reason the planned investigations had been reduced.
- ▶ WC said that was correct, he said we did not expect access to all the properties because we are relying on voluntary access. WC said we have got access to most of the properties, but they would have liked to get more.
- ▶ WC did outline other reasons for a reduction in the number of investigations, including environmental issues, or in some cases, if the location is too difficult to physically access.
- ▶ WC did note however that it was mostly because landowners had not given consent.
- ▶ KS asked if every landholder on the alignment had been notified that BHQ is doing this testing?
- ▶ WC said ARTC had interfaced landholders on behalf of BHQ and that we had liaised with every landholder from whom we are requesting access.
- ▶ KS said no one had spoken to them about it.
- ▶ Scott Cobine (SC) clarified, saying we would have only contacted landholders if BHQ had specifically requested access to the property.

## WEED & SEED BIODIVERSITY MANAGEMENT

### Slide 44

- ▶ WC said as this type of work posed significant risks to weed and seed management, BHQ was required to comply with ARTC's Biosecurity Management Strategy.
- ▶ WC explained the Biosecurity Management Strategy is the baseline they have to follow, then they follow up with BHQ's own management systems.
- ▶ VB asked for a copy the biosecurity management processes, specifically the BHQ processes.
- ▶ WC said he would continue with the presentation and if she still required them, he would provide them.
- ▶ WC said when we use a process called the Land Access Agreement (LAA) that documents requirements imposed on contactors to access the land.

### Slide 45

- ▶ WC said prior to work commencing, an environmental scientist does a desktop assessment of the site looking at flora, fauna, weeds, and waterways.
- ▶ This results in a risk assessment being completed for access to that site. At a minimum, the risk assessment will require BHQ to do a washdown of all plant and vehicles upon leaving each property if they have left the road.
- ▶ The clean is done by a trained and accredited person and recorded by Statutory Declaration.
- ▶ This is based on a process that was used during the coal seam gas period, called Come Clean, Go Clean, with some small changes to reflect ARTC requirements.

### Questions from the Committee

- ▶ KL asked how do you do a desktop assessment of weeds?
- ▶ WC there are records of where weed infestations are.
- ▶ WC said he could take that question on notice.

### **ACTION: BHQ to provide an overview of how IR does a desktop study of weeds.**

- ▶ CR said there was an extensive amount of mapping that has been done in the past, which is used for the desktop studies.
- ▶ CR said BHQ took the risk averse approach of always cleaning vehicles and plant as soon as any vehicle goes off a formed road.
- ▶ CR summarised the accreditation required to do a weed and seed clean.
- ▶ CR also referenced that there are some locations where property owners require a third-party operator to do the wash, which is only currently available in Toowoomba.
- ▶ WC said it was an example of a condition that would be recorded on the LAA.

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## GENERAL BUSINESS

- ▶ The Chair opened the meeting to general business.
- ▶ PM raised concerns about safety at private level crossings on-farm and how landholders could safely traverse these crossings, particularly when driving road trains or large vehicles. Due to the time it takes for a vehicle like that to cross the train lines, how would a landholder know if a train was coming?
- ▶ RS confirmed she was referring to private level crossings. RS asked John Roberts (JR) to assist with answer. RS advised that there is a lot of work being done to develop private level crossing procedures and process that involves contacting network control before crossing private level crossings.

	<ul style="list-style-type: none"><li>▶ JR said ARTC is currently working through those procedures so private landholders can find out when the train is coming.</li><li>▶ JR will take it on notice to get back to the Committee with the way forward on that.</li></ul> <p><b>ACTION: Inland Rail to provide an update to the Committee with IRs proposed safety procedures to support the safe crossing at private level crossings on-farms. This includes procedures so landholders can find out when a train is coming.</b></p>
10	<p><b>QUESTIONS FROM OBSERVERS</b></p> <ul style="list-style-type: none"><li>▶ KL asked about passing loops, in particular, the passing loop at Pittsworth. KL goes into detail about the proposed design for the passing loop and the likely size of the cutting to accommodate the passing loop. KL explains that he is ultimately concerned that the earthworks to accommodate this passing loop would impact a local historical site, that includes a grave site and remnants of stock yards. He said the site was not listed in the draft EIS; however, he said it is the original site of the Beauaraba Village.</li><li>▶ RS said he believed the site was identified and that IR had been in discussion with the landholder about what to do about it. RS said it would be referenced in the revised draft EIS.</li><li>▶ KL notes the mitigation is moving it and asks where?</li><li>▶ RS said they were in consultation with the landholder and the local historical society on that issue. RS said it was worth noting down the specifics so we can double check.</li></ul> <p><b>ACTION: Inland Rail provide advice on the construction of passing loops and how the Project will set aside sufficient space to extend these passing loops in the future to accommodate larger trains.</b></p>
12	<p><b>CONCLUSION AND CONFIRMATION OF ACTIONS</b></p> <ul style="list-style-type: none"><li>▶ BA thanks everyone for their attendance and noted there were around 8 – 9 action times that would be in the minutes.</li><li>▶ Meeting closed 8.07pm.</li></ul>



## Actions

NO.	ACTIONS	ACTION BY
1	Do NSW approvals have an expiration date?	Inland Rail
2	Has the issues with “Mud Pumping” in Victoria been resolved?	Inland Rail
3	How does IR measure its renewable energy savings, noting reference to 50% renewal energy use at work camps and site offices in video.	Inland Rail
4	Provide an update on how staging of construction and line opening will work.	Inland Rail
5	Provide clarity on how the 11,800 jobs was determined.	Inland Rail
6	What does an uplift in environmental values mean? Provide a detailed overview of IRs plan to manage and improve the offsets property.	Inland Rail
7	Provide an overview of how IR does a desktop study of weeds.	BHQ
8	Provide an update to the Committee with IRs proposed safety procedures to support the safe crossing at private level crossings on-farms. This includes procedures so landholders can find out when a train is coming.	Inland Rail
9	Provide advice on the construction of passing loops and how the Project will set aside sufficient space to extend these passing loops in the future to accommodate larger trains. Will this be part of initial construction?	Inland Rail

## Next meeting

Tuesday 17 July 2023, venue will be Wellcamp Airport.