

# Meeting minutes

## Inner Darling Downs

### Consultative Committee Meeting

#### Date / Time

29 November 2022  
6.00pm to 8pm

#### Location

Pittsworth Motor Inn,  
51 Helens Street, Pittsworth

#### Facilitators

- ▶ Bill Armagnacq, Inner Darling Downs CCC (BA)

#### Minute taker

- ▶ Belinda Scott-Toms – (ARTC Inland Rail) (BST)

#### Distribution

All

#### Attendees (Show organisation if not ARTC)

##### Inner Darling Downs Committee

- ▶ Mr Gary Garland (GG)
- ▶ Mr Ken Murphy (KM)
- ▶ Ms Phoebe Mitchell (PM)
- ▶ Mr Lance McManus (LM)
- ▶ Mr Chris Joseph (CJ)

##### Online

- ▶ Ms Vicki Battaglia (VB)

#### Apologies (Show organisation if not ARTC)

- ▶ Mr Clinton Weber (CW)
- ▶ Mr Paul McDonald (PM)
- ▶ Mr Rob Loch (RL)
- ▶ Mr Larry Pappin (LP)

- ▶ Mr Todd Rohl (TR)
- ▶ Ms Kylie Schultz
- ▶ Mr Paul Hanlon (PH)

#### Guests (Show organisation if not ARTC)

- ▶ Warren Crowther, BHQ JV (WC)
- ▶ Trevor Mitchell, Toowoomba Regional Council (TM)
- ▶ Mathew Holmes, Toowoomba Regional Council (MH)

#### ARTC

- ▶ Belinda Scott-Toms, Stakeholder Engagement Advisor Northern (BST)
- ▶ Andrew Dean, Program Manager (AD)
- ▶ Ed Matthews, Delivery Director Northern (EM)
- ▶ Katie Unipan, Stakeholder Engagement Lead Northern (KU)
- ▶ Majella Doyle, Manager Stakeholder Engagement, Northern (MD)
- ▶ Amy Stewart, Social Performance Advisor (AS)
- ▶ Vanessa Gorecki, Program Environment Senior Advisor, Ecology (VG)
- ▶ Phoebe Moore, Senior Environment Advisor B2G (PMo)
- ▶ David Isbister, Senior Project Manager (DI)
- ▶ Rob Smith, Senior Project Manager (RS)
- ▶ Naomi Tonscheck, Manager Stakeholder Engagement, Central (NT)
- ▶ Jacqui Neill, Senior Government Affairs Advisor (JN)
- ▶ Brian Sexton, Senior Hydrologist – SAJV (BS)

#### Members of the public

A number of 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 Country.</li> <li>▶ BA welcomed the committee and thanked committee members, guests and observers for their attendance.</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> <li>▶ BA stated that Committee memberships are up for review. The initial Committee memberships were extended for 12 months or until the approval of the project, whichever came first. This review process will be like last time where expressions of interest will be made to see if people are willing to continue as a Committee member and whether we need to advertise for other Committee members.</li> <li>▶ BA noted that a CCC bus tour to Moree is under consideration, which is likely to take place in January 2023; however, more work is being done on the tour logistics. The aim of the tour is to view Inland Rail construction sites.</li> <li>▶ BA stated that the Minutes from the previous meeting had been circulated to the Committee and were available on the Inland Rail website.</li> <li>▶ BA asked if there were any conflicts of interest which need to be declared to the Committee.</li> <li>▶ No conflicts of interest were declared.</li> </ul>																
2	<p><b>ACTIONS ARISING FROM PREVIOUS MEETINGS</b></p> <ul style="list-style-type: none"> <li>▶ BA noted the actions from the previous minutes and provided the following responses:</li> </ul> <table border="1" data-bbox="264 1066 1355 1989"> <thead> <tr> <th data-bbox="264 1066 557 1115">ACTION</th> <th data-bbox="557 1066 1355 1115">RESPONSE</th> </tr> </thead> <tbody> <tr> <td data-bbox="264 1115 557 1240">Follow up TSBE regarding comments about approvals</td> <td data-bbox="557 1115 1355 1240">TSBE has advised that their development status report states Inland Rail is an approved project; however, this status report refers to being a project that has approved funding. This is not a statement about EIS approval.</td> </tr> <tr> <td data-bbox="264 1240 557 1335">Provide number of koalas located</td> <td data-bbox="557 1240 1355 1335">The koala DNA investigations undertaken by Inland Rail consultants only looked at koala scats and didn't count koala numbers; therefore, no official sightings were recorded.</td> </tr> <tr> <td data-bbox="264 1335 557 1460">Provide example koala management plan</td> <td data-bbox="557 1335 1355 1460">Two Koala Management Plans were distributed via email for committee to review. These are not for Inland Rail projects and are an example only of what to expect from Inland Rail's submission.</td> </tr> <tr> <td data-bbox="264 1460 557 1615">Will height of line/embankment affect 24-hour travel time</td> <td data-bbox="557 1460 1355 1615">The track was reconstructed to a higher level than existing heights. The scope included new drainage structures which included new bridges and culverts. Most of the track meets the one per cent annual exceedance probability and flood immunity to the top formation level to limit the impact of flooding.</td> </tr> <tr> <td data-bbox="264 1615 557 1769">Details of lime transport to sites and storage at sites</td> <td data-bbox="557 1615 1355 1769">For N2NS project, quicklime was transported to site in sealed tankers and stored in sealed tanks on site. There was no loose stockpiling. The quicklime was placed on site using spreader trucks at the design dosage and was mixed shortly after, generally within minutes.</td> </tr> <tr> <td data-bbox="264 1769 557 1924">Provide details of exclusion zones when treating with lime</td> <td data-bbox="557 1769 1355 1924">This will be risk managed during construction. Once risk factors and responses are established, sensitive receptors, wind speed, wind direction, rainfall, etc. will be developed by the contractor for each section.</td> </tr> <tr> <td data-bbox="264 1924 557 1989">When will details of trials and works to be</td> <td data-bbox="557 1924 1355 1989">Details of trials and works to be undertaken will be publicly available. Details of the trials will be available early 2023.</td> </tr> </tbody> </table>	ACTION	RESPONSE	Follow up TSBE regarding comments about approvals	TSBE has advised that their development status report states Inland Rail is an approved project; however, this status report refers to being a project that has approved funding. This is not a statement about EIS approval.	Provide number of koalas located	The koala DNA investigations undertaken by Inland Rail consultants only looked at koala scats and didn't count koala numbers; therefore, no official sightings were recorded.	Provide example koala management plan	Two Koala Management Plans were distributed via email for committee to review. These are not for Inland Rail projects and are an example only of what to expect from Inland Rail's submission.	Will height of line/embankment affect 24-hour travel time	The track was reconstructed to a higher level than existing heights. The scope included new drainage structures which included new bridges and culverts. Most of the track meets the one per cent annual exceedance probability and flood immunity to the top formation level to limit the impact of flooding.	Details of lime transport to sites and storage at sites	For N2NS project, quicklime was transported to site in sealed tankers and stored in sealed tanks on site. There was no loose stockpiling. The quicklime was placed on site using spreader trucks at the design dosage and was mixed shortly after, generally within minutes.	Provide details of exclusion zones when treating with lime	This will be risk managed during construction. Once risk factors and responses are established, sensitive receptors, wind speed, wind direction, rainfall, etc. will be developed by the contractor for each section.	When will details of trials and works to be	Details of trials and works to be undertaken will be publicly available. Details of the trials will be available early 2023.
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3	<p><b>DEPARTMENT OF INFRASTRUCTURE UPDATE</b> <i>Slide 3</i></p> <ul style="list-style-type: none"> <li>▶ BA advised there were no representatives from the Department of Infrastructure at this meeting and that he would present the slides provided:</li> <li>▶ Early last month, the Australian Government appointed Dr Kerry Schott to lead independent review to assess the governance and program delivery approaches of the Inland Rail Program.</li> <li>▶ The review will help inform the future delivery of Inland Rail and will include consideration of the scope, schedule and cost of the program. It will also assess options for the new Inland Rail intermodal terminals to be built in Melbourne and Brisbane, and improved links to the ports of these cities.</li> <li>▶ The independent review is expected to be completed by early 2023, with the findings provided to the Australian Government for consideration.</li> <li>▶ The review will consider existing studies, such as the Toowoomba to Gladstone Inland Rail Extension Business Case.</li> <li>▶ BA commented that he is not aware of a firm date of the review.</li> </ul>		
4	<p><b>INLAND RAIL PROGRAM UPDATE</b></p> <ul style="list-style-type: none"> <li>• <b>Rob Smith, Senior Project Manager</b> <i>Presentation slides 6 – 15</i></li> </ul> <p><i>Slides 6 – 8</i></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 provided an update on civil works occurring on NSW and Victoria Inland Rail projects, where primary approvals have been provided and also provide an update on the Gowrie to Helidon project.</li> </ul> <p><b>New South Wales update:</b></p> <ul style="list-style-type: none"> <li>▶ RS said that since April 2021 on the Narrabri to North Star (N2NS) South Moree to Narrabri project, 61 km of new track has been completed. These works were undertaken during bad weather and significant flood events.</li> <li>▶ RS said although no major damage was caused to the line, a full assessment of damage and impacts was undertaken, and some repair works were required on sites that were still under construction.</li> <li>▶ RS said the 61km of new track had been handed over to operations – 3rom Moree to Narrabri. The section from Moree to North Star is currently still under construction.</li> </ul>		

	<ul style="list-style-type: none"> <li>▶ RS reported that Inland Rail provided the region with a welcome economic boost, using 137 local suppliers and 12 Indigenous businesses and many others indirectly engaged through the project itself or through subcontractors.</li> </ul> <p><b>Slide 9</b></p> <ul style="list-style-type: none"> <li>▶ RS described a Material Distribution Centre in Narrabri to North Star project known as an MDC, which allows Inland Rail to bring materials in like sleepers and ballast utilizing existing rail, to support construction activities. This enables the team to keep trucks off roads through construction.</li> <li>▶ RS said that AD will present on materials manufacturing and storage Inland Rail is planning in Queensland to support Inland Rail activities later in this meeting.</li> </ul> <p><b>Slide 10</b> <b>Victoria update:</b></p> <ul style="list-style-type: none"> <li>▶ RS said ARTC has engaged McConnell Dowell to start construction on the first Inland Rail site in Victoria, awarding a major contract valued at approximately \$200 million.</li> <li>▶ With a civil works contractor appointed, Inland Rail’s construction is set to deliver vital local stimulus and support hundreds of jobs for Victorians.</li> <li>▶ The contract is expected to support work for more than 170 people directly employed with McConnell Dowell over the life of the project.</li> </ul> <p><b>Slide 11</b> <b>Gowrie to Helidon (G2H) project update</b></p> <ul style="list-style-type: none"> <li>▶ RS provided a G2H project update. Requests for Information (RFI) received from the Queensland Coordinator-General last month and ARTC are now undertaking supplementary technical investigations to supply a revised EIS to the Office of the Coordinator General. This includes updating all chapters for a revised draft G2H EIS, addressing submissions received from the public and preparing for investigations required to inform the detailed design in the revised EIS.</li> <li>▶ RS said as part of the G2H EIS process, there is ongoing consultation with Toowoomba Regional Council, meetings with private landowners to discuss specific concerns and notifying the community about the RFI and project updates.</li> </ul> <ul style="list-style-type: none"> <li>•</li> </ul>
5	<p><b>PROJECT UPDATE</b></p> <ul style="list-style-type: none"> <li>• <b>Rob Smith, Senior Project Manager</b></li> </ul> <p><b>Slide 12</b></p> <ul style="list-style-type: none"> <li>▶ RS said the B2G project is still in the approval phase and progressing towards resubmitting the revised draft EIS to the Office of the Coordinator General (OCG) early 2023. The project is looking forward to achieving approval later in 2023 or early 2024.</li> <li>▶ RS said the EIS resubmission to the OCG involves development of a full revised draft EIS. RS said it has been a significant body of works. PM and VG will talk more in more detail about the EIS later in the presentation.</li> </ul> <p><b>Slide 13</b></p> <ul style="list-style-type: none"> <li>▶ RS said Inland Rail has a collaborative framework agreement (CFA) with BHQ Joint Venture, who are the preferred proponent for the Northern Civil Works Program between Whetstone and Gowrie and with Freight Connect south of Whetstone to the Border. Bringing the detailed designers and contractors onboard early allows us to support the civil contractor with their preliminary design and early investigations in a collaborative manner in readiness for approval.</li> <li>▶ RS said while appointing preferred contractors prior to receiving planning approvals is common practice, major construction will not start until ARTC have received the statutory approval. RS commented that WC from BHQ JV is here tonight to provide details around their initial investigation activities.</li> </ul> <p><b>Slide 14</b></p> <ul style="list-style-type: none"> <li>▶ RS described the procurement packages, broken down in the B2G Project under a Collaborative Framework for procurement.</li> </ul>

- ▶ The proposed procurement sequencing is:
  - Millmerran to Yarranlea (N2)
  - Yarranlea to Gowrie (N3)
  - Canning Creek to Millmerran (N1)
  - Whetstone to Canning Creek (N4)
- ▶ RS encouraged attendees, when talking to suppliers, to let them know these packages will be released over the next 12 months with Millmerran to Yarranlea commencing first.

**Slide 15**

- ▶ RS said Inland Rail will continue to have contractors out in the field gathering information to inform detailed design. During any investigations, bespoke agreements are in place with landowners or key stakeholders to access their properties.
- ▶ RS said Investigations occurring now include:
  - Geotech investigations
  - Feature surveys
  - Bathymetric surveys
  - USQ ecology / koala surveys
  - Water quality surveys
  - Ongoing groundwater monitoring
  - Air quality/ noise monitoring to be initiated or ongoing in the field.
- ▶ RS advised that the community will see Inland Rail or subcontractors on site in branded vehicles and will be notified about what's happening where and when through Project updates.
- 
- **Questions from the Committee**
- ▶ VB (online) asked for clarity on the construction areas in NSW and with the flooding that has occurred there, has there been any leaching of lime that has caused environmental concerns.
  - RS responded he is not aware of any leaching of lime or any other contaminates being reported as part of those flood works, but offered a formal response.

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**STAKEHOLDER ENGAGEMENT UPDATE**

*Majella Doyle, Manager Stakeholder Engagement Northern*

**Slide 16 – 20**

- ▶ MD introduced herself to the Committee and attendees.
- ▶ MD said her aim is to offer support to landholders and stakeholders and be part of the community by listening to and addressing community concerns and providing opportunities for individual conversations.

**Slide 17**

- ▶ MD provided an update on members of the B2G (Northern) Stakeholder Engagement team:
  - Katie Unipan, Stakeholder Engagement Lead (N3 and N2 Northern Works packages)
  - Belinda Scott-Toms, Stakeholder Engagement Advisor (N3 Northern Works package)
  - Clare Siddins, Stakeholder Engagement Advisor (N2 Northern Works package)
  - Scott Cobine, Stakeholder Engagement Lead (N1 and N4 Northern Works packages)
  - Mieke Koorts, Stakeholder Engagement Advisor (N4 Northern Works package)
  - Kerry Millard, Stakeholder Engagement Advisor (N1 Northern Works package)

**Slide 18**

- ▶ MD said that given the length of the alignment, and to deliver on our commitment to being more engaged with you ARTC have divided the Northern Program from Whetstone to Gowrie to align with how Inland Rail is planning to construct this section of the Project.

**Slide 19**

- ▶ MD advised the Toowoomba office is open from Monday to Friday; however, as this is not always convenient for everyone to travel to, since the last CCC, the team has increased its

	<p>engagement from Whetstone to Gowrie, with 13 drop-in information stands held, and three more planned for between now and mid-December.</p> <ul style="list-style-type: none"> <li>▶ MD said that during the drop-in sessions, a lot of conversations were had with the main topics raised by the community on:             <ul style="list-style-type: none"> <li>• construction on the Condamine floodplain</li> <li>• the entire alignment</li> <li>• when will the project be approved and start construction, and when will we see trains on the track.</li> <li>• potential issues around housing affordability and availability because of construction of Inland Rail</li> <li>• where will ARTC build workers' accommodation camps</li> <li>• how ARTC will be managing road/rail interfaces to ensure your safety</li> <li>• and what business opportunities will be available.</li> </ul> </li> <li>▶ MD commented that while a lot of these topics are yet to be addressed in detail, a lot of this information will be raised and discussed in tonight's presentation. If not, ARTC will be covering off on these topics next year at our community information sessions, your CCCs, and in ARTC e-newsletters.</li> </ul> <p><i>Slide 20</i></p> <ul style="list-style-type: none"> <li>▶ MD said that during 2023, the engagement team will be available along the alignment nearly every week from February through to mid-December bringing the Project to the community.</li> <li>▶ MD said the engagement and EIS team work closely together to ensure the community is aware of what's happening when and where and responding to community and landowner questions right up to and during the public exhibition of the revised draft EIS, and beyond.</li> <li>▶ MD made the commitment to continue engagement with local businesses and First Nations peoples and the team will be available at drop-in information stands, quarterly IDD and SDD CCCs, and at community information sessions. A team of experts will be available at these sessions to answer questions in more detail about topics such as how we will manage and protect our flora and fauna and the environment, the impact of noise and flooding, and plans to ensure your safety at road/rail intersections to name only a few.</li> <li>▶ MD said the team was also looking forward to becoming a part of the fabric of each community along the alignment by attending and supporting local shows and events.</li> <li>▶ MD said she hoped the team will be part of and support the Pittsworth Show, but sooner than that, on 10 December 2022, the team will be attending, as one of the sponsors, the Apostle Gift event in Pittsworth.</li> <li>▶ MD commented that further to community engagement activities, ARTC will also continue to work with landowners one-on-one about mitigating any impacts that may affect their property. If a landowner has a concern, please let them know ARTC are available to meet with them. If there are any legacy issues still outstanding, she wants to hear about them so ARTC can work together on a potential resolution.</li> <li>▶ To keep in touch with the engagement team's whereabouts, MD suggested to the meeting that community members can keep an eye out for print ads in local papers, visit the Inland Rail website, send ARTC an email, phone on 1800 number or drop by our office in Toowoomba</li> <li>▶ MD said Project business cards were available on the registration table.</li> <li>▶ MD encouraged the Committee to provide the engagement team with feedback on ways in which we can improve our engagement and ensure that we address your concerns.</li> <li>▶ MD thanked attendees for the opportunity to speak at the meeting.</li> </ul>
<p>7</p>	<p><b>SOCIAL PERFORMANCE UPDATE</b></p> <ul style="list-style-type: none"> <li>• <i>Myf Jagger, Social Performance Principal</i></li> <li>• <i>Slides 21 - 24</i></li> </ul> <ul style="list-style-type: none"> <li>▶ MJ introduced herself to the Committee and thanked KU for presenting on behalf of Social Performance at the previous IDCCC meeting.</li> </ul>

	<p><i>Slides 22</i></p> <ul style="list-style-type: none"> <li>▶ MJ said ARTC was focused and committed to boosting participation of locals and First Nations people on the Inland Rail project.</li> <li>▶ MJ said a key partnership established is with the Bigambul Native Title Aboriginal Corporation (BNTAC) and ARTC has statement of commitment with them and will work with them regularly on exploring opportunities for employment, skills training and business development as well as social investment and other partnership initiatives.</li> <li>▶ MJ said Inland Rail has a number of partnerships to support social performance outcomes through the Inland Rail Skills Academy. This includes the formalised partnership with the Clontarf Foundation– supporting First Nations boys and young men within 13 Clontarf Academies across the alignment, five academies in QLD, engaging with senior students and alumni on opportunities and pathways to employment with Inland Rail.</li> <li>▶ MJ said recent events have included a virtual reality interactive engagement stall at Toowoomba’s employment forum in July 2022, support from the Northern Project Delivery Director Ed Matthews in the combined Toowoomba Academies awards night in November, and a combined event for NSW/QLD Clontarf Academies in Moree – Starting the Yarn – which was also supported by the Goanna Academies’ Greg Inglis. Approximately 200 attendees, with engagement focused on support available for mental health, and youth mental health.</li> </ul> <p><i>Slides 23</i></p> <ul style="list-style-type: none"> <li>▶ MJ provided an update on the Sponsorship and Donations Program:</li> <li>▶ Since the last update, Sponsorship and Donations Rounds 14 and 15 have be done, with nine community projects supported in the B2G project area. Round 16 is currently open to January 2023 and encouraged CCC members to remind their community networks that these supports are available and to encourage applications.</li> <li>▶ Nine projects were supported within the B2G project area since July 2022: <ul style="list-style-type: none"> <li>• Goondiwindi Kindergarten, Soft Fall for Play Area</li> <li>• Goondiwindi &amp; District Campdraft Association, 2.4m Hydraulic Arena Drag</li> <li>• Millmerran State School Inland Rail Equipment Project</li> <li>• Pittsworth Leagues Club Inc, Sprint Racing Event and Arthur Postle Gift Race</li> <li>• Southbrook Hall Association, Hall window furnishings</li> <li>• Toowoomba, The Child Writes Fund, First Nations Art and Literacy Workshops</li> <li>• Toowoomba, Koori Ko Rugby League Carnival NSW</li> <li>• Toowoomba, Life Flight Foundation, Pilot equipment, Darling Downs Historical Railway Society Ltd, Air Con for meeting / training facilities</li> </ul> </li> </ul> <p><i>Slides 24</i></p> <ul style="list-style-type: none"> <li>▶ MJ continued that as part of the Inland Rail Skills Academy commitment to business and workforce capability development, ARTC have also recently run a series of local area workshops for businesses that focused on: <ul style="list-style-type: none"> <li>• Workforce capability development: raising awareness and connecting businesses to supports and programs that will help grow their workforce. ARTC hosted events across the QLD alignment, but kicking off within the B2G Project Area in March, and again in September. Attendance ranged from approximately 20-60 business participants, with the strongest participation rates in Goondiwindi in March.</li> <li>• Business capability development: supporting businesses to “Be Visible” to Inland Rail and its contractors, through the creation of an ICN Gateway profile and Business Capability Statement. Sessions were primarily targeted to local area engagement within the B2G project area and extended across the QLD alignment. Attendance varied from less than five businesses, to up to 20 businesses. Sessions also included dedicated First Nations engagement sessions.</li> </ul> </li> </ul>
8	<p><b>ENVIRONMENTAL IMPACT STATEMENT (EIS) UPDATE</b> <b>Phoebe Moore, Senior Environmental Advisor</b></p>

**Slides 25 - 28**

- ▶ PMo thanked the Chair and Committee for the opportunity to update on the status of the EIS and approvals.
- ▶ PMo said she understood the community is keen to see the next version of the EIS, and continued that ARTC wish to keep the community as informed as possible as ARTC work through the substantial body of work the regulators are expecting to see in the EIS to meet approval obligations.

*Slide 26*

- ▶ PMo provided the following major milestones:
  - currently in EIS chapter development
  - EIS resubmission on-track for end March 2023
  - OCG and Agency Adequacy review
  - Public exhibition period (starting June 2023) – this is when ARTC is aiming for the EIS to be available for display.
- ▶ PMo advised that the Coordinator General will decide how long the public display period will be. ARTC’s role is to support the community to ensure it can consider the EIS in all its detail and provide feedback.
- ▶ PMo continued that the EIS and Federal approval would be in early 2024 with Project conditions of approval (CG’s Evaluation Report). These are the recommendations and conditions that form the legal basis for the project required to start construction activities.
- ▶ PMo said that feedback taken on board from the first round of public exhibition is that additional detail was needed in the EIS. The regulator and community feedback was clear – that they wanted less high level and more site-specific detail.

*Slide 27*

- ▶ PMo explained the team has been working hard towards this goal, to ensure the revised draft EIS is fit for purpose and meets the community and regulator expectations. Surveys have been completed across all technical areas. On-going monitoring programs have been finalised. Data analysis and modelling has been and continues to be undertaken.
- ▶ PMo added that the rigour ARTC is going through to meet its approval obligations is significant and a substantial body of extra work and that’s what ARTC is delivering; however, one of the side effects of doing so much detailed work is that it ends up with a larger document than the previous EIS.
- ▶ PMo advised the revised draft EIS will replace, in full, the draft EIS and all relevant content will be carried over as a complete replacement source of information.
- ▶ PMo explained that a Summary of Findings will be produced again to show the major updates to the EIS.

*Slide 28*

- ▶ Some notable key changes to the EIS are:
  - design optimisation and improvements - in response to stakeholder engagement, for example road-rail crossings, laydowns moved into areas where less impact, some efficiencies have been adopted in the design to reduce earthworks, the realignment around an existing commercial operation
  - on-line portal for the Hydrological mapping. A combination of paper maps and a publicly available web-based mapping program will be adopted
  - response to Submissions to the draft EIS- these will be tabulated in the OCG’s supplied format and provided as standalone appendix in the revised draft EIS; however, noting that submitter details cannot be provided in that document as per the OCG’s direction and privacy considerations
  - Generally, a lot more site-specific baseline information across other areas of the EIS.

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**ECOLOGLY UPDATE**

***Dr Vanessa Gorecki, Senior Advisor – Ecology***

**Slides 29 – 31**

- ▶ VG introduced herself and explained she is responsible for coordinating the ecology components on various QLD projects.

**Slide 30**

- ▶ VG shared that an Ecology workshop will be held on 18 January 2023 at the Pittsworth Function Centre and anyone interested in attending should contact the Stakeholder Engagement Team, who can also provide further information. The Workshop is an opportunity to discuss ecology updates and an opportunity for feedback. The agenda includes a summary of survey efforts and survey findings, approaches to impact assessment, mitigation measures including the draft koala management plan, the draft fauna management plan and the preliminary fauna connectivity plan.
- ▶ VG explained that in terms of the EIS, a range of ecological surveys have been completed. Findings from these surveys are being incorporated into revised ecology chapters, being the flora and fauna chapter and the matters of national environmental significance chapter. Of note is the discovery of the Brigalow Woodland Snail at several sites around the Condamine River, which expands the known range for this species and contributes further habitat information to our understanding of a cryptic species.
- ▶ VG described the Koala Management Plan (KMP) was how koalas will be managed during the approvals, design, construction and operation phases of the B2G Project (Contact the engagement team if you would like them to post a hard copy / pdf of KMP).
- ▶ VG described the Fauna Management Plan as how Matters of National Environmental Significance and Matters of State Environmental Significance will be managed during all project phases.
- ▶ VG described the Preliminary Fauna Connectivity Plan as an approach to addressing landscape connectivity for fauna and demonstrating how permeability is retained through design. This plan uses species distribution modelling to identify where different functional guilds move in the landscape, and what design options are required to facilitate movement
- ▶ VG described an outline of the Environmental Offset Delivery Strategy, including recently purchased properties and existing properties owned by ARTC where an uplift may be achieved.
- ▶ VG announced a meeting is being held later this week with Goondiwindi Regional Council to discuss the wild dog fence where it is adjacent to the proposed rail corridor. ARTC is discussing fauna movement and connectivity along this section, to ensure ARTC can meet the requirements to facilitate fauna passage. ARTC be talking about some of the design options being considered along this section, including the provision of regular koala crossings so koalas can continue dispersing in this landscape.

**Slide 31**

- ▶ VG said the koala genetics field work has recently been completed and lab work has commenced. Results on population genetics and gene flow are expected early 2023 and results on diet analysis are expected mid-2023.
- ▶ VG announced Inland Rail will be working in partnership with USQ, focussing on two ecology packages, one on understanding fine-scale koala movement and diet preference within the B2G landscape, and the other on reptile conservation ecology for a suite of reptiles associated with the Brigalow Belt.
- ▶ VG concluded that ARTC updated the landscape design specification to make it easier for contractors to identify which native species have been growing in each of the project areas.
- ▶ To prepare this document, ARTC summarised all the flora lists from ecological surveys across all the projects, did some research into availability of seed and tubestock, and engaged with a range of specialists to identify which flora species were most beneficial to fauna. The final product is a guideline that enables contractors to plan and cost for revegetation works, while also increasing the amount of resources available to fauna.

- **Questions from the Committee**

- ▶ GG asked what previous koala studies USQ has undertaken.
  - VG responded that Peter Murray and Greg Baxter have done a lot of koala work across Western Queensland and bring a lot of experience in terms of understanding vegetation and are based in Toowoomba. They also have strong background in genetics studies across a range of fauna – understanding the different markers and sequencing and how the population framework comes together.
- ▶ CJ asked if the rabbit fence was looked at while the dingo fence was being investigated.
  - VG responded the rabbit fence has been part of the assessment - yes.
- ▶ BA asked if there would be tracked changes in the revised EIS to show what has been updated.
  - PM responded the summary of findings document will accompany the revised EIS and the changes will be clearly summarised in the project description. The agencies will be provided with tracked changes, but this will not be publicly available.

- **Questions from Observers**

- ▶ A member of the community noted that the ecology workshop will be held on 18 January and asked where the workshop will be held.
  - VG responded at the Pittsworth Function Centre.
- ▶ A member of the community asked if the koalas on the alignment will be translocated to the offset property or are you relying on a natural migration.
  - VG responded that the offset property is close to the alignment and already has some koalas located on it, and revegetation is occurring now. In terms of relocation, we do not have an answer to this at this stage of the project. This is something that will be part of the EIS conditions and is to be resolved.
- ▶ **A member of the community asked how many hectares the offsets property was.**
  - This question was taken on notice.

## **HYDROLOGY AND FLOOD IMPACT OBJECTIVES**

**Brian Sexton**

**Senior Hydrologist – SAJV (Technical Advisory Team for ARTC)**

**Slides 32 - 43**

- ▶ BS introduced himself to the committee and attendees, and thanked them for the opportunity to present an overview of the flood modelling for the B2G project.

*Slide 33*

- ▶ BS stated that in September, the Australian and Queensland governments released the Final Report of the Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland (the Panel).
- ▶ BS explained the Panel's Report includes six recommendations to assist ARTC in its further design and delivery of the Inland Rail program, all of which ARTC will adopt
- ▶ BS stated the Report is the culmination of more than two years of detailed assessment, undertaken by the panel of five.
- ▶ BS noted the Panel's Final Report builds on their earlier draft reports and found that the flood models developed by ARTC are fit for purpose, in accordance with national guidelines and industry best practice, and account for the impacts of the reference design.
- ▶ The Final Report and further information about the panel, including the panel members, Terms of Reference and draft flood panel reports can be found on our website at [www.inlandrail.gov.au](http://www.inlandrail.gov.au).

*Slide 34*

- ▶ BS advised in reviewing the work by ARTC, including flood models, Reference Designs and responses to issues raised in the draft reports, in its Final Report the Panel notes the

substantial amount of work undertaken by ARTC to address the comments and findings of the Panel's review process.

- ▶ BS explained the key findings of the Flood Panel Report are as follows:
  - ARTC has responded to all issues raised in the draft reports, which included providing additional information, undertaking additional work/flood modelling, committing to updates to the revised draft EIS, and committing to addressing certain issues at detailed design, as appropriate – the Panel noted the substantial work involved in achieving this
  - Flood models have been calibrated and validated in accordance with guidelines and industry standards.
  - Modelling of Reference Design meets industry standards and is in accordance with best practice.
  - Flood models confirmed as 'fit for purpose' for EIS and Detailed Design, subject to 6 recommendations the Panel made in their report.

*Slide 35*

- ▶ BS explained the recommendations that the Panel made in their Final report were to:
  - incorporate revised modelling results into the updated EIS and, where appropriate, address any outstanding comments at detailed design
  - establish appropriate information transfer processes to ensure retention of information/knowledge as the project moves forward
  - implement industry best practice verification procedures
  - adopt the updated/enhanced FIO's that the Panel have endorsed for use in the design of the infrastructure and mitigation of any impacts
  - consider the flooding in late 2021 and early 2022 as calibration or validation events
  - conduct a geomorphic risk assessment.

*Slide 36*

- ▶ BS stated important updates to the analysis as a direct result of Flood Panel Review process included:
  - further sensitivity testing to gauge model performance (and outcomes) against changes in inputs and assumed modelling parameters
  - refinement to certain models (e.g. the Condamine River flood model was extended by another 30km to Cecil Plains)
  - additional modelling verification was undertaken using the January 2021 flood event.
- ▶ BS stated modelling was carried out to demonstrate the effectiveness of proposed mitigation measures, using project-specific examples.
  - ▶ BS stated a Geomorphology risk assessment was undertaken to identify the potential changes to channel and floodplain characteristics as a result of Inland Rail, including discussion of proposed mitigation measures where they may be necessary.
- ▶ BS advised that soil investigations were undertaken by qualified personnel to better understand and quantify soil properties along the Inland Rail alignment.
- ▶ BS advised that higher resolution (fine-grid) modelling was undertaken to better represent flow behaviour and velocity patterns at structure outlets, particularly at culverts. This is with a view to better understand erosion risk and establish mitigation measures where needed. .
- ▶ BS also advised that an extreme event risk assessment was carried out to identify risks that may be generated during extremely rare flood events – this applies to the rail line and its integrity, but most importantly, any subsequent risk to the community and receptors within adjacent floodplains. Mitigation strategies have been outlined and discussed in this regard, noting this will continue to be refined as the design progresses. .
- ▶ BS noted modelling of smaller catchments along the Inland Rail alignment (i.e. outside of the major rivers and creek systems) was undertaken in more detail, and will be presented in the revised draft EIS.

- ▶ BS stated that all of the aforementioned updates will be incorporated into the revised draft EIS documentation.
- ***What else you will see in the revised draft EIS***
- ▶ BS noted that updated flood maps can be expected as well as a table that identifies the potential exceedances – this will all be presented in line with the updated Flood Impact Objectives (FIO).
- ▶ Descriptions of the potential mitigation measure that will be considered during detailed design will also be included.
- ▶ BS explained that in the revised draft EIS there will be a section outlining how mitigation works, and what mitigation measures may be employed, along with general information on how it is applied/examples.
- ▶ Potential FIO exceedances are included in the revised draft EIS as it is based on the current reference design. However, the Reference Design has been modified and iterated to achieve a good level of mitigation, recognising that it will continue to be further refined into Detailed Design stage
- ▶ BS noted as the design matures, ARTC will have more site-specific data from testing, and investigations, which will inform design and mitigation options.
- ▶ BS explained flood mapping outputs (including local and regional catchments) will also be made available to the public and stakeholders via an online web-mapping portal for the revised draft EIS.

*Slide 37*

***Flood Impact Objectives (FIOs)***

- ▶ BS explained the FIOs act as targets that guide the hydraulic design of the rail infrastructure – they heavily influence the design and dictate cross-drainage capacity/sizing/configuration.
- ▶ They also then enable the compliance of the design to be assessed – it is a binary outcome – the design either complies or does not with the FIOs – where it doesn't is where design iteration/refinement comes in, along with mitigation where needed.
- ▶ BS stated through having these FIOs, they facilitate a clear process for checking design compliance – it is focused on measuring 'change'. This is a straightforward process – the existing flood conditions are first modelled, and results produced – then the design conditions (with the embankments, bridges, culverts, and all other infrastructure) are modelled, and results produced. Those two sets of results are then compared to quantify what changes are attributable to the Inland Rail design, and whether it is within the FIO thresholds.
- ▶ BS advised this enables the identification of all FIO exceedances at affected landholder and stakeholder properties/assets (e.g. state or local roads in the context of a stakeholder).

*Slide 38*

***FIO evolution on B2G project***

- ▶ BS explained the Flood Panel provided commentary in their initial reports on the original EIS FIOs – the Panel deemed them deficient in certain aspects, principally relating to the lack of quantified limits on a number of key flood metrics (e.g. velocity) - instead the FIO related to minimisation of risk to 'low' levels. A low risk level implicitly has a degree of subjectivity to it – what may be low risk in one person's eyes, may not be low risk to a landholder for example.
- ▶ Hence, the Panel requested that the FIOs be enhanced to provide quantifiable limits for all flood metrics where possible – this resulted in much more rigorous, clear, and transparent FIOs being defined which ultimately benefits all parties, but particularly landholders and stakeholders.
- ▶ BS explained revised draft EIS utilises enhanced FIOs which have been subject to the review of the Independent Flood Panel, and refinement / adjustment at the Panel's request, where needed.

- ▶ BS advised the FIOs – which essentially are a permissible level of change – are stringent and considered best practice. They ensure that in terms of infrastructure, the Inland Rail project is being held to the highest standard.
- ▶ BS noted to his knowledge, he is not aware of major linear infrastructure in Australia outside of Inland Rail that has been subject to such stringent and thorough flood impact criteria.
- ▶ BS stated the Independent Flood Panel has endorsed the FIOs for use in the revised draft B2G EIS, following incorporation of their requested refinements/adjustments.

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- ▶ BS explained the benefits of FIOs:
  - They provide clear and quantifiable design criteria across a range of flood magnitudes, which recognises that smaller, more frequent floods can be as important to landholders as larger, less frequent floods.
  - The FIOs are also transparent and do not involve any subjective determination of a flood metrics degree of change. This helps landowners and key stakeholders to understand exceedances more clearly.
  - The FIOs serve to protect the environment and to minimise changes in flood behaviour at property and other existing infrastructure – they are structured to recognise different sensitivities depending on the land use or building type, or type of infrastructure. The acceptable change thresholds, are set for each of these metrics based on:
    - land use categories such as high value productive agricultural land, grazing, forestry
    - development sensitivities such as houses, outbuildings, schools, businesses, hospitals
    - infrastructure such as sealed roads, unsealed roads, existing rail lines.
- ▶ BS stated they therefore set clear limits as to when further investigation and/or mitigation measures are required.
- ▶ BS stated in relation to further investigations, in detailed design all FIO exceedances will also be scrutinised to understand what potential impact they may carry – this could include, for example, soil or geomorphic investigations, further survey, consultation, etc.
- ▶ In that regard, an exceedance may not eventuate into an actual impact, pending further investigation. However, for the clarity and transparency towards affected landholders/stakeholders, all FIO exceedances are presented in the revised draft EIS.
- ▶ BS noted that any mitigation measures which affect any private property will be progressed through consultation with those landholders.
- ▶ All the above provides benefits to landholders, stakeholders, the community, and the project.
- ▶ BS stated the FIOs address flood metrics that include changes in peak water level, changes in flow velocity, changes in duration of inundation, changes in flood hazard, and changes in flow distribution.

*Slide 40*

BS explained the approach to engagement:

- One-on-one engagement with key stakeholders and landowners, both online and face-to-face.
  - 96 additional landholders identified that were observed to experience appreciable FIO exceedances, many of whom are located within local catchments (which have been subject to strengthened, more detailed modelling as part of the revised draft EIS work).
  - 42 one-on-one meetings (at venues across alignment or at a landowner's property) have been held to date, having commenced early October 2022, with landowners whose property has potential FIO exceedances. Each meeting was held with a hydrology specialist and one of the ARTC engagement team members, with landowners often being accompanied by family and friends or other support. They were generally productive and mutually beneficial conversations, with useful information and context passing both ways..
- ▶ BS advised this consultation will be ongoing as the design progresses.

- ▶ BS advised further engagement will be undertaken with the broader community prior to the revised draft EIS submission to the OCG in Q1-2 2023.
- ▶ BS explained key engagement outcomes included:
  - landowners are informed on FIOs are and where potential exceedances may affect their property, based on the project's reference design
  - landowners are aware their properties will be identified within the revised draft EIS as having an exceedance
  - identification of how property within the FIO exceedance area is used (e.g. cropping / grazing / recreation)
  - identification of sensitive infrastructure within the FIO exceedance mapping for noting in mitigation through detailed design
  - identification of future developments planned on landowners' properties that may impact the modelled flooding impacts
  - identification of any existing scour and erosion issues on the property
  - landowners informed on the next steps in management of FIO exceedances on their property.
- ▶ BS explained ARTC will continue to have meetings with landowners when it is convenient to them, especially given some are busy cropping or harvesting.
- ▶ BS advised ARTC also assured landowners that this was only the first conversation about hydrology impacts, and that Inland Rail is committed to working one-on-one with them to mitigate potential impacts on their property.

*Slide 41*

BS explained possible mitigations, and the mitigation philosophy as shown in the inverted pyramid – design out exceedances/impacts, where needed apply design treatments, and beyond that apply property-specific solutions in consultation with landholders/stakeholders. Through construction and operations implement a monitoring plan to assess performance and identify and locations where corrective ARTC action is required.

Note also:

- ▶ A significant amount of mitigation has already been built into the reference design (e.g. appropriately-sized/-located bridges and culverts to maintain existing flow paths).
- ▶ In applying the revised FIOs, ARTC have now identified where there are remaining exceedances (based on the current reference design).
- ▶ All the identified flood exceedances will be worked through in the detailed design phase with the construction contractors to either eliminate or further reduce exceedances.
- ▶ Design treatments to reduce exceedances may include alternative cross drainage solutions, relocation, or reconfiguration of drainage structures and scour protection, etc.
- ▶ Further consultation will occur with affected landowners during detailed design about proposed mitigation options where any such works may extend beyond the rail corridor.
- ▶ We will continue to monitor potential flood impacts by establishing a baseline survey and through ongoing inspections and maintenance, and corrective action if required.
- ▶ Exceedances are based on theoretical flood models and every flood will be different; however, having modelled a very wide range of events, it is not expected that unforeseen and increased levels of impact would occur.
- ▶ The FIO exceedances within the revised draft EIS are based on our reference design and will continue to be refined through detailed design to further remove or reduce them.

*Slide 42*

BS explained the slides that displayed typical mitigation measures that may be employed where needed.

- ▶ BS explained ARTC is committed to ongoing consultation with landowners and stakeholders to meet their needs. This engagement will be ongoing over the coming years, and ARTC will work with landowners to achieve the best outcomes for their individual properties.

*Slide 43*

	<ul style="list-style-type: none"> <li>▶ BS stated ARTC Inland Rail will implement the Panel's recommendations into the revised draft EIS and future stages of design. The Panel's involvement has further strengthened the flood modelling and provided a high degree of quality assurance, including use of best practice modelling and fit for purpose flood models, ARTC's commitment to best practice verification in Detailed Design, use of the enhanced Panel-endorsed FIOs, and implementation of further testing verification</li> <li>▶ BS also stated ARTC will continue working with landowners and councils to gather local flood event data and refine our modelling and detailed design.</li> <li>▶ BS concluded with an acknowledgement that hydrology and flooding are key concerns for communities along the NSW/QLD Border to Gowrie alignment, and extensive consultation on the floodplain model development has taken place at each stage of the project.</li> <li>▶ BS noted landowner and stakeholder input and consultation on existing flood conditions and potential impacts has been and will continue to be incorporated into the design of Inland Rail.</li> <li>▶ BS reiterated ARTC will hold more consultation sessions as we progress through detailed design.</li> <li>▶ BS reminded attendees ARTC have a new Flood Modelling hydrology fact sheet available for more information</li> </ul> <ul style="list-style-type: none"> <li>• <b>Questions from the Committee</b> <ul style="list-style-type: none"> <li>▶ PM asked whether any landowner engagement had occurred near Gowrie Creek, and whether this was part of the 96 landowners, and if not, will engagement occur in the Gowrie Creek area.           <ul style="list-style-type: none"> <li>• BS responded that yes, landowners had been identified in that general vicinity, and either were already consulted with or were yet to be consulted with. He also clarified that the 96 identified landowners does not imply that the engagement ends there with just that cohort of landowners. As the design continues to evolve, so will the number of landowners requiring this type of engagement. ARTC will ensure the engagement process reflects the design evolution in terms of consultation.</li> </ul> </li> <li>▶ PM said she was pleased to hear Gowrie Creek has been identified.</li> <li>▶ PM asked if there would be ongoing monitoring, and if so, how long will the monitoring continue after construction?           <ul style="list-style-type: none"> <li>• BS responded that the monitoring process is being worked through within ARTC and with other agencies, the intention being that through the monitoring program, the performance of the design can be assessed and where needed, corrective action can then be undertaken.</li> <li>• RS added that ARTC will do routine inspections once inland rail is constructed.</li> </ul> </li> <li>▶ PM asked for clarification on whether the routine inspections would continue for the life of operation.           <ul style="list-style-type: none"> <li>• RS responded yes, for the life of operation.</li> </ul> </li> </ul> </li> </ul>
10	<p><b>BHQ UPDATE</b> <b>Warren Crowther, Program Manager (BHQ)</b> <b>Slides 44 - 55</b></p> <ul style="list-style-type: none"> <li>▶ WC thanked the Chair and introduced himself as the Program Manager for BHQ and acknowledged he had presented at the last couple of meetings and tonight will provide an update on some of the activities that will be taking place on site.</li> </ul> <p><b>Slide 45</b></p> <ul style="list-style-type: none"> <li>▶ WC advised as previously requested, BHQ have committed to provide information on what they are doing, when and why and BHQ wanted to give you notice of site investigations started this week and going through to April 2023.</li> <li>▶ WC stated these investigations help us with informing detailed design and construction methodology.</li> <li>▶ WC explained the four types of surveys and investigations:</li> </ul>

- ▶ Geotech investigations and surveys will be undertaken from 28 November to April 2023
- ▶ Geotech investigation are required to inform our package offers and detailed design for civil works packages.
- ▶ Bathymetric and Hydrology Surveys are a detailed survey of existing flood channels. These are required as part of the secondary approvals and to ensure the timely commencement of each civil works package.
- ▶ Feature surveys are a detailed survey of site features including road and rail connections. The surveys are required to inform package offers and detailed design for each civil works package.
- ▶ Public Utility Plant Identification and location is a non-destructive process to identify existing utilities that may be impacted by works. This process is also required to inform detailed design for each civil works package.
- ▶ WC noted that so far there will be 231 investigation sites across 50 landowners properties along the alignment with 136 of these investigations taking place on private land.

*Slide 46*

- ▶ WC confirmed the ARTC engagement team commenced contacting these landowners earlier this month to seek permission to access their land to undertake these vital investigations.
- ▶ WC noted the team are also meeting one on one with landowners as needed to walk them through what is involved in these investigations.
- ▶ WC stated landowners are provided a map showing the locations of where investigations will be undertaken on their property and provided with a factsheet outlining what is involved with each type of investigation and there are copies the fact sheets available tonight.
- ▶ WC noted that in addition to private land access, access to public land as well as state and local road reserves is required to undertake investigations.
- ▶ WC advised access for a variety of investigations will occur over a series of days and will include a surveyor attending site to mark the location of investigations followed by the investigation teams.

*Slide 47*

- ▶ WC stated that land access is voluntary and at the discretion of the landowner, so they can deny access when ARTC contact them to request access. However, BHQ highly encourage landowners to work with us where possible around their on-property activities.
- ▶ WC noted that invasive investigations, such as Test Pits and Bore Holes will be rehabilitated by the contractor and the landowner will be asked to sign off on the remediation works. If works are not up to landowner's requirements, the contractor will return to carry out further remediation.
- ▶ WC stated BHQ will not be using Department of Transport and Main Roads powers to involuntarily access a landowner's property during these investigations.
- ▶ WC noted investigations will start in Gowrie and work south.
- ▶ WC noted some works will also require an ecologist to attend site if desktop assessments have identified any environmental concerns.
- ▶ WC stated for most investigations, equipment will not be left onsite, the exception is for boreholes, where a drill rig may be left overnight on site.

WC continued to explain the four types of Geotechnical Investigations:

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**Bore hole:**

- ▶ A surveyor will access a site initially to mark the location of the works. Some works will also require an ecologist to attend site if desktop assessments have identified any environmental concerns.
- ▶ A few days later (generally one-two) the geotechnical team will arrive with a light vehicle and a four to 12 tonne truck mounted drill rig that will drill a 100mm - 150mm circular hole.
- ▶ The works generally take four – eight hours depending on depth, the borehole will be backfilled with soil / sand prior to the team leaving site.

- ▶ Drill rig may be required to be left overnight on site if drill depth is not achieved, otherwise no equipment will be left onsite.
- ▶ This test can be used to assess the required depth of bridge piles, understand the type and strength of rock in cuttings, and determine in-situ material properties at significant depths (>30m) more accurately.

**Test Pit:**

- ▶ A surveyor will access site initially to mark the works location. Some works will also require an ecologist to attend site if desktop assessments have identified any environmental concerns.
- ▶ A few days later (generally one-two) the geotechnical team will arrive with a light vehicle and a wheeled backhoe or rubber tracked excavator that will dig a test pit approx. 1.0m<sup>2</sup> to a nominated depth, noting this depth varies from 1.0m to 4.0m deep.
- ▶ Topsoil layers will be separated from underlying material during excavation. Once test is complete, the excavated material will be replaced in nominal compacted layers with topsoil replaced last.
- ▶ The works generally take four – eight hours depending on depth, the test pit will be backfilled and compacted with the same material prior to the team leaving site.
- ▶ No equipment will be left onsite.
- ▶ This test will be used for borrows, shallow cuttings, culvert locations, and embankments to characterise subsurface material profile, variability of materials. Black soil areas will be sampled to determine lime demand for subgrade improvement.

*Slide 50*

**Seismic refraction:**

- ▶ A surveyor will access site initially to mark the works location.
- ▶ A few days later (generally one-two) the geotechnical team will arrive with a light vehicle, trailer and testing equipment.
- ▶ This testing involves placing sensor pads on the ground at a pre-determined spacing to record the vibration through the ground when various loads are applied. Sensors are generally placed two metres apart over a length of a couple hundred of metres.
- ▶ The works generally take four hours depending at each location length.
- ▶ No equipment will be left onsite.
- ▶ This test will be used at bridge sites and large cuttings to determine depth to rock layers, assess strength of rock, identify fault zones, and map water table depths.

**Cone Penetration**

- ▶ A surveyor will access site initially to mark the location of the works.
- ▶ A few days later (generally one-two) the geotechnical team will arrive with a light vehicle and a wheeled mounted (or rubber tracked) rig that pushes the cone into the ground.
- ▶ Rod size is 36mm diameter and test depth is between four to six metres.
- ▶ The works generally take two – four hours depending type on ground resistance / conditions.
- ▶ No equipment will be left onsite.
- ▶ This test will be undertaken at bridge sites, structure locations, and poor ground locations to develop relationship between borehole and in-situ test results.

• *Slide 51*

- ▶ WC stated surveyors will conduct surveys of bridges and drainage as well as verifying previous lidar surveys, which were conducted by drone.

*Slide 52*

- ▶ WC stated that Bathymetric and Hydrology Surveys will also be undertaken and includes a surveyor, who will access predetermined gauge sites and river cross sections, which contain water to determine water depth, cross section of waterway, and location of underground structures.

*Slide 53*

- ▶ WC stated that Public Utility Plant (PUP) surveys will be undertaken and involve identifying, photographing, surveying, and completing a condition assessment for each PUP asset (potholing).

*Slide 54*

- ▶ WC also stated that surveys of groundwater monitoring will be undertaken:
  - A surveyor will access site initially to mark the location the works/bore
  - Team with a light vehicle and a truck mounted drill rig drills a ~150mm circular hole and install casing if required
  - One-two days depending on depth and rig may be required to be left overnight on site if drill depth is not achieved, otherwise no equipment will be left onsite
  - Bi-monthly groundwater monitoring for existing and newly constructed bores.

*Slide 55*

- ▶ WC stated that the safety of landowners and their property, as well as staff and contractors is of the utmost importance for the project. Each property is unique and the needs of each will be considered in project planning, including biosecurity, waste, sediment, PPE, and environmental requirements.

- **Questions from the Committee**

- ▶ VB asked if landholders were being bullied for land access and would there be any forced entry.
  - KU responded that land access now is only voluntary. The stakeholder engagement team are reaching out to landholders who have already signed a land access agreement and requesting access; however, access can be declined by landholders. At the same time, landholders without a current land access agreement are being approached and asked if this is something they would approve but no forced entry is occurring.
- ▶ VB stated that the current maps in the EIS are out of focus and it is difficult to tell any of the flood impacts. Will the new maps be in focus and zoomable.
  - BS responded that there will be provision of an online portal, which will enable the user to zoom into different areas of the map. This online tool is being developed by professional web developers.
- ▶ **VB asked if Inland Rail can share its Foot and Mouth policy and protocols with the Committee.**
  - KU responded that quite a bit of work has been done on this policy and protocols and will be distributed to the Committee and any observers are welcome to view these as well.
- ▶ PM noted that, having worked in engineering, that the width of the boreholes etc. will depend on what structure it is being investigated for. PM asked if there would be full rectification of the land once the investigations are complete.
  - WC responded that the borehole investigations will be 100-150mm in diameter. The depth of the borehole varies, depending on the geology and what structures will be built there. The maximum depth is approximately 25 m. They will be backfilled immediately after the investigation. The ground water boreholes will remain open and will be monitored for two years.
- ▶ PM asked if the boreholes will be licensed to the landowner after the two-year monitoring is complete.
  - WC replied that this will be discussed with the landholder.

**RAIL CORRIDOR PROGRAM AND WHETSTONE MATERIALS DISTRIBUTION CENTRE**

**Andrew Dean, Program Manager, Rail**

**Ben Lippett, Program Environmental Lead**

**Slides 56 - 64**

*Slide 56*

- ▶ AD thanked the Chair and Committee for inviting him and BL to talk this at this meeting. AD introduced himself to the Committee and explained he is responsible for the procurement, logistics and management of materials for the B2G project and will oversee the work that BHQ and other civil works contractors will be doing during construction.
- ▶ AD introduced BL who is accountable for the approvals for the Western Materials Distribution Centre and will be speaking later in the meeting.

*Slide 57*

- ▶ AD explained the project is building, or putting, about 1472 kilometres of steel into rail track.
- ▶ AD said a lot of materials are being procured to build this railway - nearly 1,000,000 concrete railway sleepers, mostly manufactured in Rockhampton and probably some in Wagga Wagga, and almost 2.1 million tonnes of ballast. AD put this into context and said the ballast stockpiles that we'll have are going to be about 1.4 kilometres long, about 50 metres wide and at 10 metres tall, there'll be about six of those to build the Inland Rail. Those will be in some cases filled and depleted by use and then refilled again. In some cases there will be multiple stockpiles along the route.

*Slide 58*

- ▶ AD said one of the goals set in the rail corridor program is to build a rail from a railway. The purpose of that mainly is to reduce the impact and increase the social responsibility by not carrying any materials that are required for the track construction on a road. To do this, trains will bring them from the place of manufacture, whether that be the concrete sleepers, the rock for ballast or the steel bring them from the place of manufacture, load them onto a train and then take them to either a stockpile location or directly to the alignment for placement.
- ▶ AD explained to do this, ARTC is building a few distribution centres. So, there's one we talked about earlier down here at Narromine and another one proposed up here at Whetstone. This has a positive impact on the Community with not having the movements on the road, safety, and damage to the roads.

*Slide 59 & 60*

- ▶ AD explained the truck movements that are saved by the methodology - the nearly 1,000,000 sleepers is about 12,000 truck movements or 120 trains. So, moving the sleepers by train will take 12,000 trucks off the road. The ballast is about 50,000 truck movements. ARTC can move that same amount of ballast in 970 trains.
- ▶ AD handed over to BL to explain the initial stages of the Whetstone Distribution Centre.
- ▶ BL introduced himself and said he was supporting the next stage of project approvals.

*Slides 61 & 63*

- ▶ BL said that in addition to the concrete sleepers being produced in Queensland (Rockhampton), there needs to be a storage location. ARTC has undertaken an assessment process of a site for a concrete sleeper lay down yard, which it is calling the Whetstone MDC stage one. This assessment process is consistent with Department's requirements for proponents, such as through TMR and Queensland Rail.
- ▶ BL continued that the team has looked at flooding, ecology, cultural heritage and completed a broad suite of assessments to work out environmental harm for that site and the process is now complete in consultation with the OCG, Department of Resources, the Department of Environment and Science, TMR and Goondiwindi Regional Council. Today, I'm presenting on what we're doing on that site.
- ▶ BL said the EIS is complete and the project is to proceed with a few conditions to ensure its compliance and ongoing duty of care. There are a few other matters that need to be worked through before site mobilization and construction commencement. It is anticipated to start next month, so in December 2023. Stage one is under this assessment and is going to commence. Then, the project will move onto stage two where the ballast will start being brought in by rail.

*Slides 62 & 64*

- ▶ BL said that at Stage two there will be bigger office blocks due to the larger works being undertaken.

	<ul style="list-style-type: none"> <li>• <b>Questions from the Committee</b></li> <li>▶ LM asked for clarification whose contract the construction works is under.             <ul style="list-style-type: none"> <li>• AD responded: Martinus Rail.</li> </ul> </li> <li>▶ VB asked whether all approvals from NSW to the Border been approved, and if you are moving items via rail, does this mean construction will be from the border through. If so, is the claim that you will reuse the tunnel spoil for B2G incorrect.             <ul style="list-style-type: none"> <li>• AD responded that the distribution centres are track materials only. They are not for building the alignment. The material coming into the distribution centres are for after the alignment is completed and do not have an affiliation at all with the tunnel spoils. With regards to the question on moving materials by rail, construction will be from both material distribution centres from track only, so this is not to do with the main alignment of the civil works program.</li> </ul> </li> <li>▶ VB asked if the Whetstone approval was going ahead without EIS approval.             <ul style="list-style-type: none"> <li>• BL responded: yes. Stage one is proceeding under its current approval as no further permits are required.</li> </ul> </li> <li>▶ VB asked if the sleepers were coming from Rockhampton via the existing line.             <ul style="list-style-type: none"> <li>• AD responded yes, via the north coastline that currently has access into the Rockhampton facility. This will travel through suburban Brisbane, through Toowoomba and down to Whetstone on the existing QR line.</li> <li>• RS clarified the spoil from the tunnel portal question: There is no commitment that the B2G project will use spoil coming from the tunnel portal.</li> </ul> </li> <li>▶ PM asked about the construction of the actual rail line, the rail stops at North Star on one side of the road now. Where is the project at with what is happening with the corridor from North Star to the NSW/QLD border and crossing the river.             <ul style="list-style-type: none"> <li>• BL responded that the project was anticipating North Star to Border EIS approval late January 2023. The EIS is available on the NSW Major Projects website portal. (<a href="https://pp.planningportal.nsw.gov.au/major-projects/projects/inland-rail-north-star-nswqueensland-border">https://pp.planningportal.nsw.gov.au/major-projects/projects/inland-rail-north-star-nswqueensland-border</a>)</li> </ul> </li> <li>▶ A community member asked how far the site was from MacIntyre Brook. He stated that the Macintyre Brook floods.             <ul style="list-style-type: none"> <li>• AD answered, approximately 200 m. The QR line does not have a lot of flood mitigation currently. The Whetstone Distribution Centre is being built with less flood mitigation to ensure no additional impacts that the QR line currently has. The Centre will be built below the current level of the QR line. We are not storing anything at the centre that cannot get wet, and it is temporary.</li> </ul> </li> <li>▶ VB asked Is the Whetstone Stage one out of EIS public consultation.             <ul style="list-style-type: none"> <li>• BL answered yes. Consultation was undertaken by scale of the proposal. Consultation has occurred 2km around the site, impacted landholders, local councils, and State Agencies.</li> </ul> </li> <li>▶ VB asked how to get a copy of the proposal.             <ul style="list-style-type: none"> <li>• BL responded that the assessment is in the final stages of development and will be available on the ARTC website.</li> </ul> </li> </ul>
11	<p><b>GENERAL BUSINESS</b></p> <ul style="list-style-type: none"> <li>▶ The Chair opened the meeting to general business.</li> <li>▶ LM stated that the local spend presented by Social Performance was great to see; however, had a question on what KPIs were set to understand how ARTC is tracking local spend in the Narrabri to North Star area in terms of the contractor KPIs.             <ul style="list-style-type: none"> <li>• MJ provided some details pertaining to the research on each area, which is specific depending on the outcomes of the research. ARTC has made a commitment to maximise, wherever possible, the opportunities for local spend and this is attached to each of the</li> </ul> </li> </ul>

	<p>strategies that the contractors undertake engagement with local businesses to bring local participation.</p> <ul style="list-style-type: none"> <li>▶ LM thanked MJ and requested more transparency on the local spend. <ul style="list-style-type: none"> <li>• MJ said she can 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.</li> </ul> </li> <li>▶ VB asked whether the NSW government have content requirement. <ul style="list-style-type: none"> <li>• MJ responded that the NSW government does have guidance targets provided by the Australian government level.</li> </ul> </li> <li>▶ PM commented that she had been reading back through the Minutes and the notes that she took at last year’s meeting at this time. The information that has been received to date and especially tonight, is miles ahead of last year. The agitation last year was unbelievable from the committee members. She was very pleased to see that the floodplain modelling etcetera and the amount of work now that is being done pertaining to not just flood modelling, but to everything else. The information received tonight far exceeded what she was expecting based on information provided 12 months ago and even six months ago in June.</li> </ul>
12	<p><b>QUESTIONS FROM OBSERVERS</b></p> <ul style="list-style-type: none"> <li>▶ BA advised he would take questions from public and asked the public to raise their hand, so someone can deliver a microphone to them and requested they state their name and ask their question.</li> <li>▶ A member of the public noted that Gowrie Creek would be included in the flood mitigation investigations and asked about Westbrook Creek – is that creek included? <ul style="list-style-type: none"> <li>• BS advised that Westbrook Creek will be looked at in the same detail and the same philosophy will be applied there around the flood modelling and mitigation.</li> </ul> </li> <li>▶ A member of the public requested more convincing that Inland Rail can construct a rail line across the floodplain at Brookstead. After 28 years living on the floodplain, he has a lot of evidence of structures and buildings moving and invited Inland Rail to see how much these have moved to view how unstable the soil in that area is. He also stated the rail line will require a lot of maintenance over the years of its operation. <ul style="list-style-type: none"> <li>• RS responded that Inland Rail has been, and remain focused on, coming up with a solution on how to build on the floodplain. BHQ also have expertise in this area and will be looking at Inland Rail’s solutions and providing further advice on Constructability and feasibility assessments to the project. Trials to test designs will be occurring soon to receive ‘real world’ feedback on the design.</li> <li>• BS added that the floodplain crossing design is being looked at in detail by a range of multi-disciplinary specialists in addition to flood modellers, including geomorphologists, soil specialists, geotechnical and structural engineers, etc. Their findings will feed into the design. Adequate drainage capacity will also be provided to generally maintain existing floodplain flow behaviour, this being a key outcome of the flood modelling.</li> </ul> </li> <li>▶ A member of the public mentioned the Toowoomba Bypass and is concerned the same issues will occur on the G2H project section. In the interest of time, these questions will be sent from the observer to Inland Rail.</li> </ul>
7	<p><b>CONCLUSION AND CONFIRMATION OF ACTIONS</b></p> <ul style="list-style-type: none"> <li>▶ The Chair reiterated the Action Items.</li> <li>▶ The Chair welcomed any observations and comments to improve the meeting.</li> <li>▶ Next meeting dates are to be confirmed.</li> </ul>

## Actions

NO.	ACTIONS	ACTION BY
1	<ul style="list-style-type: none"><li>▶ Provide a response on whether any leaching of lime or other contaminants that has caused environmental concerns during construction in NSW with the flooding that has occurred.</li></ul>	ARTC
2	<ul style="list-style-type: none"><li>▶ Provide the number of hectares of the offsets property.<ul style="list-style-type: none"><li>• Response provided in meeting: 2,800ha</li></ul></li></ul>	CLOSED
3	<ul style="list-style-type: none"><li>▶ Share Inland Rail's Foot and Mouth policy and protocols with the Committee</li></ul>	ARTC
4	<ul style="list-style-type: none"><li>▶ 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.</li></ul>	ARTC

## Next meeting

28 February 2023 – Pittsworth Function Centre