

# MEETING MINUTES



Inland Rail - Albury to Illabo (A2I)  
Community Consultative Committee  
Albury Sub-Committee

## DATE / TIME

6 November 2024  
9:00am

## LOCATION

Albury City Council – Robert Brown meeting Room  
540 Kiewa St, Albury

## FACILITATOR

Mr Garry West

## MINUTE TAKER

Mr Garry West

## DISTRIBUTION

Albury to Illabo CCC

## ATTENDEES (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Mr Garry West (Independent Chair)(GW)
- ▶ Mr Michael Oliver (Greater Hume Council)
- ▶ Cr Kevin Mack (Albury City Council)
- ▶ Mr David Christy (Albury City Council)
- ▶ Mr Dennis Toohey (Border Rail Action Committee)
- ▶ Mr Dennis Hickey (Albury & District Historical Society)
- ▶ Mr James Kennedy (Delivery Director-A2P)(JK)
- ▶ Mr Malcolm Clark (Project Director – A2I / S2P)(MC)
- ▶ Ms Casey Bootsma (Stakeholder Engagement and Communications Manager – A2P)
- ▶ Mr Wayne Window (Environment Manager NSW & Victoria)(WW)
- ▶ Ms Jessica Jackson (Stakeholder Engagement Lead – A2P)

## APOLOGIES (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Mr David Tidey (Albury Business Connect)
- ▶ Mr Les Fraser (Culcairn Development Committee)
- ▶ Mr John Zannes (Project Manager, Inland Rail, Transport for NSW)
- ▶ Ms Rachael Labruyere (Environment Manager – A2P)

## GUESTS (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Ms Clarissa Farrington (Director, Inland Rail Program Assurance, Commonwealth Infrastructure Projects Division, Department of Infrastructure, Transport, Regional Development, Communications and the Arts)
- ▶ Ms Kellie Penfold (Henty Development Committee)

## Discussions

NO.	DISCUSSIONS
<b>1. Welcome &amp; Introductions</b>	<p>The Chair opened the meeting with an acknowledgement of country and welcomed all to the meeting. The Chair sought agreement for him to record the meeting for the purpose of preparing minutes. No objections.</p> <p>Mr West advised Albury City Council has nominated Cr Kevin Mack to be the new council representative and welcomed Ms Penfold from Henty as an observer to the meeting.</p> <p>Mr West advised as a consequence of the Project being granted conditional consent, he would seek new stakeholders who may be impacted to join the CCC.</p> <p>Mr Kennedy introduced the IRPL team present at the meeting and announced that Ms Labruyere (apology for this meeting) has started with IRPL in the capacity of Environment Manager for Albury to Parkes.</p>
<b>2. Apologies</b>	As Above
<b>3. Declarations of Interest</b>	No new declarations
<b>4. Minutes of Previous Meeting</b>	It was noted and agreed that the minutes of 7 August 2024 were approved and uploaded to the project website.
<b>5. Actions from previous minutes</b>	NIL
<b>6. Proponent's Reports</b>	<p><b>Mr James Kennedy (Delivery Director – A2P) Program Update.</b></p> <p>Mr Kennedy provided a summary of the project milestones from the Concept Assessment in 2020 up to the Project Approval in 2024.</p> <p>Mr Kennedy explained the project relationships with the different entities. Mr Kennedy explained the project relationships with the different entities. The Federal Government (Finance and Infrastructure departments) provide the scope of the project and the funding.</p> <p>Transport for NSW (TfNSW) is the owner of the rail asset in NSW, that</p>

NO.	DISCUSSIONS
	<p>is the corridor and the rail line. Typically Councils and/or TfNSW own the adjoining infrastructure such as roads and bridges. ARTC is the Asset operator. That is, ARTC leases the rail line and sells train paths to above rail operators to run their trains on the network.</p> <p>Inland Rail Pty Ltd (IRPL) is a subsidiary of ARTC and has been established post the Schott Review to deliver the project and then hand it back to ARTC. Martinus is the contractor appointed to deliver the Design &amp; Construct contract. The NSW Government through the Department of Planning, Housing &amp; Infrastructure provides the planning approval for the A2I project.</p> <p><b>Mr Toohey</b> asked what happens to Inland Rail when the project is completed? Mr Kennedy explained that once the project is delivered to ARTC Inland Rail (project delivery) will no longer have a role on A2I and ARTC will manage the rail corridor assets.</p> <p>Mr Kennedy provided an overview the Albury to Illabo rail corridor where enhancements or modifications to 12 major project sites along the existing 185km rail corridor to develop a capacity to accommodate 1.8 km double-stacked freight trains. The project includes lowering track to provide clearance under some road bridges, moving tracks sideways to provide clearances between tracks, modifications to footbridges, road bridges, level crossings, signal structures, aerial cables and removing rundown and out-of-use structures that clash with the double-stack train outline.</p> <p><b>Mr Toohey</b> asked if there will be any more passing lanes? Mr Kennedy advised there will be no more passing lanes (or crossing loops) added to the A2I section.</p> <p>Mr Kennedy addressed some frequently asked question:</p> <ul style="list-style-type: none"> <li>• Will there be an increase of trains on the A2I alignment? Currently up to 12 freight trains pass through daily and that is forecast to increase up to 18 freight trains by 2040 once fully operational.</li> <li>• Will level crossing wait times at Docker Street in Wagga Wagga be increased? Upon completion of A2I in 2027, train numbers are not forecast to increase, however, by 2040 when Inland Rail is fully operational, average travel times may increase by up to 15 seconds, up from the current 2 minutes. Modelling is</li> </ul>

NO.	DISCUSSIONS
	<p>constantly being updated to ensure the original assumptions are correct.</p> <ul style="list-style-type: none"> <li>• Are noise walls being built? Noise walls are only one of several noise mitigation strategies. Other treatments include locomotive treatments, and at-property treatments. All options will be subject to community consultation.</li> <li>• Is the North Wagga viaduct suitable to carry freight? Yes, the existing viaduct is rated for the design axle load for double stacked trains. This is 25 tonne axle load. There are 4 axles per wagon so each wagon can carry up to 100 tonne. A normal 40ft container only weighs approximately 23 tonnes.</li> <li>• Will the trains be longer and heavier? No, the current rail network is rated for 1,800m long trains with 25 tonne axle loads. Longer trains than 1,800 km are not in scope for Inland Rail.</li> </ul> <p><b>Mr Hickey</b> asked if there is a maximum number of trains that can run on the network? The answer was that the projected train volumes do not come close to the potential network capacity.</p> <p>Mr Kennedy played videos of work currently undertaken from possessions in the S2P Project.</p> <p><b>Mr Malcolm Clark (A2I Project Director) A2I Project Update.</b>          Mr Clark provided an update on the staging of phases, that is, design &amp; pre-construction and construction for each of the enhancements and modifications forward to the planned Q2 2027 completion. This included the Albury Station Yard &amp; footbridge, Billy Hughes Bridge Track lowering, Pearson Street track lowering, Edmondson Street, Kemp Street bridge, Mothers footbridge, Cassidy footbridge and other works. Mr Clark listed the proposed works to be undertaken during several possessions up to March 2025.</p> <p>The A2I construction contractor, Martinus, will now work through Secondary Environmental Approvals and detailed design. The NSW State Design Review Panel (SDRP) has been established for the project. The SDRP has been provided with Stage 1 (all sites except bridges) of the urban Design Landscape Plan (UDLP) for review and comment. The detailed design phase is progressing with 20 design and 13 signalling packages across the A2I alignment. The SDRP advised the Project was to explore Connecting with Country in the design. As part of this</p>

NO.	DISCUSSIONS
	<p>process there has been recent engagement with the First Nations community along the alignment including Elders, LALCs.</p> <p><b>Cr Mack</b> asked about the status of the Signal Box in the Albury Yard which is in a dilapidated state? Mr Clark explained work had to protect the Signal Box from damage during construction, however restoration of the signal box was out of IRPL scope.</p> <p><b>Mr Toohey</b> asked how much notice do you need to give the public of a possession which often results in customers being moved from rail to buses? Mr Clark advised these dates are currently available on the ARTC website a year ahead. It is an ARTC framework. Mr Kennedy indicated he would provide feedback to ARTC about the concerns being raised particularly regarding impacts on passengers.</p> <p><b>Mr Wayne Window (Environmental Manager)</b> Mr Window provided an overview of the Approval Pathway for A21 and advised the assessment by the NSW Department of Planning (DPHI) is now complete and the Minister for Planning has provided conditions of consent. Secondary approvals now need to be undertaken before construction can commence. These will include Construction Environmental Management Plans (CEMPs). The conditions of approval address both construction and operation phases requiring specific outcomes and processes and were summarised.</p> <p>Mr Kennedy indicated many of the conditions will be place for many years after Inland Rail is in operation. There will be a period of validation of assumptions across the range of environmental impacts and these will be handed over to ARTC who will continue the monitoring frameworks.</p> <p>An Environmental Representative, Acoustic Advisor and a Social Advisor are to be appointed who will be the interface between the contractor and the various government regulators.</p> <p>All post approval documents will be published on the project website and CCC members notified as these occur.</p> <p><b>Ms Penfold</b> asked if the construction partner could have regard to particular events in the smaller communities, for example funerals and the Henty Field Days? Mr Clark advised there will be there will be community consultation. Ms Bootsma advised that at this stage the forward possessions don't clash with the Henty Field Days.</p>

NO.	DISCUSSIONS
	<p>Future meetings will include topics such as the Social Impact Management Plan (SIMP), noise (next steps) during construction and operation as well as traffic and transport connectivity.</p> <p><b>Action:</b> IRPL to include visuals of the project designs in the presentations for future meetings.</p> <p><b>Cr Mack</b> indicated the Social Impact Management Plan will be important to people in Albury so they can better understand the impacts. All media outlets need to be brought into focus for alerting the community to issues.</p> <p><b>Action:</b> Provide link to the relevant project websites so members can see project updates.</p> <p><b>Ms Casey Bootsma (Stakeholder Engagement Manager A2P)</b>  <b>Community Update.</b></p> <p>The engagement team continue to work with Councils and Key stakeholders on Secondary Management Plans. The SIMP consultation has been ongoing and will cover workforce management, industry participation, housing and accommodation, community health and wellbeing. We will discuss the outcomes at the next CCC meeting. The Community Grants program continues to operate. Application timeframes are advertised on the Project website.</p> <p>The conditions of approval required a community communications strategy. A draft has been submitted to the department. They also require a Public Liaison Officer within the Contractor team. A complaints management system is set through the conditions and if complaints cannot be resolved they will be escalated to an independent mediator.</p> <p>Community events include attendance with the construction contractor the Waluwin AWAHS Festival and the Junee show. Early in 2025 Martinus will set up a major site office in Wagga Wagga, smaller site offices will be established along the alignment. Mark out of construction sites, compounds will also commence will. All sites will be co-branded with Inland Rail and Martinus.</p> <p>Engagement with impacted residents will continue.</p>
<p><b>7. General Business</b></p>	<p>Mr Oliver felt it would be useful for Inland Rail to conduct briefings with councils as there are several new councillors following the Local Government elections.</p>

NO.	DISCUSSIONS
	Cr Mack felt it would be useful if the Inland Rail communications could be linked with Councils communications team. Ms Bootsma referred to their Communication Action Plans (CAPs) which meet on a monthly basis and they review a range of activities.
<b>8. Conclusion</b>	The CCC will move to holding meetings on a quarterly basis.

## Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	IRPL to include visuals of the project designs in the presentations for future meetings.	JK/MC	Next CCC Meeting
2	Provide link to the relevant project websites so members can see project updates.	GW/WW	29 Nov 24

## Next Meeting

**2025 – 12 February 2025 TBC**