

MEETING MINUTES

Inland Rail - Illabo to Stockinbingal (I2S)
Community Consultative Committee

DATE / TIME

6 August 2026
10am

LOCATION

Junee Ex-Services Memorial Club
Junee NSW

FACILITATOR

Mr Garry West

MINUTE TAKER

Mr Garry West

DISTRIBUTION

Illabo to Stockinbingal CCC

ATTENDEES (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Mr Garry West (Independent Chair)
- ▶ Ms Robyn Gray (Community Representative)
- ▶ Mr Russell Vincent (Community representative)
- ▶ Mr Michael Jackson (General Manager, Junee Shire Council)
- ▶ Cr Andrew Clinton (Junee Shire Council)
- ▶ Ms Jenny Williams (Stakeholder Manager, John Holland)
- ▶ Mr Christian Rogers (Project Director I2S) (CR)
- ▶ Ms Casey Wallace (Community Engagement Manager VIC/NSW) (CW)
- ▶ Mr Daniel Lumby (Principal Environmental Advisor I2S) (DL)
- ▶ Ms Jessica Jackson (Community Engagement Lead I2S) (JJ)

APOLOGIES (SHOW ORGANISATION IF NOT INLAND RAIL)

- ▶ Lloyd Hart (Junee Shire Council)
- ▶ Mr David Carter (NSW Farmers)
- ▶ Mr John Zannes (Director, Inland Rail, Transport for NSW)
- ▶ Lauren Dawes (Cootamundra – Gundagai Regional Council)
- ▶ Ms Clarissa Farrington (Director, Inland Rail Program Assurance, Commonwealth Infrastructure Projects Division; Department of Infrastructure, Transport, Regional Development, Communications and the Arts) (CF)

GUESTS (SHOW ORGANISATION IF NOT INLAND RAIL)

NIL

Discussions

NO.	DISCUSSIONS
1.Welcome	The Chair opened the meeting with an acknowledgement of country and welcomed all to the meeting. The Chair noted changes in personnel in the Stakeholder Engagement Team.
2.Declarations of Interest	No new declarations
3.Minutes of Previous Meeting	It was noted and agreed that the minutes of 21 May 2026 were approved and uploaded to the project website.
5.Actions from previous meeting	1. Future signalling programs & use of copper. See attachment to the minutes. 2. Will road diversions affecting school bus routes be required during blasting activity? No impact on roads.
6.Proponent's Reports	Mr Christian Rogers (Project Director I2S) Program Update Mr Rogers provided an update on activities for the adjacent projects of Albury to Illabo (A2I) and Stockinbingal to Parkes (S2P). Refer to presentation. Mr Rogers provided an update on the I2S design and project progress and showing a series of photos of the project activities. Refer to presentation. Mr Rogers provided an update on the Stockinbingal Camp. Refer to presentation. Mr Rogers gave an outline of the blasting activities along the corridor and an update on the Dirnaseer and Old Cootamundra Road closures. Ms Jenny Williams noted the closures will only be for a duration of 2 days and during daylight hours only. Mr Rogers also provided details of the Burley Griffin Way staging. Refer to presentation.

NO.	DISCUSSIONS
	<u>Lookahead</u> A three month look ahead was provided by Mr Rogers. Refer to presentation. Mr Dan Lumby (Principal Environment Advisor I2S) – Planning and Environment Update Mr Lumby reported the approvals and construction process as well as the Fauna Connectivity Strategy and the Flood Design Verification Report. Refer to presentation. Ms Robyn Gray asked who is responsible to the long-term maintenance of the mitigation structures. Mr Rogers advised it will be ARTC. Ms Casey Wallace (Community Engagement Manager VIC/NSW) – Community Update Ms Wallace reported on the community information sessions, the connection with schools activities and the volunteering which is being undertaken by John Holland team members. Refer to presentation. Ms Wallace also provided an overview of the proposed community engagement planned as well as the successful community grants. Ms Wallace provided an update on First nations activities. Refer to presentation. Ms Wallace reported on the Skills Academy results for Junee and Cootamundra-Gundagai Shires. Refer to presentation.
7. Community Feedback	Nil
8.General Business	Nil
8. Conclusions	Mr West advised there is only 2 meetings likely in 2027. First after the March possession and the last to be advised.

Actions

NIL

Meeting Closed 11am

Next Meeting
5 November 2026

Future train signalling and copper wiring improvements

What is train signalling?

Train signalling is the system that helps manage where trains are on the track and when they can safely move. It is a bit like traffic lights and road rules for trains, but with extra systems to help keep trains separated and moving safely.

Older signalling systems often rely on physical equipment beside the track, including cables, poles and wires. Newer systems use more digital technology, which can provide better information to train controllers and help rail operators manage the network more efficiently.

What improvements are happening?

Across Australia, governments and the rail industry are working towards a more consistent national rail system. One part of this work is moving towards modern digital train control and signalling technology on key interstate rail corridors.

Infrastructure and Transport Ministers have agreed that the European Train Control System, known as ETCS, will be the future digital signalling pathway for the National Network for Interoperability. In simple terms, this means there is now a national direction for making signalling technology more consistent across major rail lines.

This is important because Australia's rail network has developed over many years, with different systems in different places. A more consistent approach can help trains move more easily between states and across different networks.

Why is this work being done?

The aim is to make the rail network safer, more reliable and easier to operate over time. Better signalling and train control can help rail operators plan train movements, manage delays, improve maintenance and support more efficient freight services.

These changes will not happen all at once. They require detailed planning, funding, design work, equipment upgrades, testing and staff training. Communities may therefore see a mix of older and newer systems for some time.

What is happening with older copper wiring?

Some older signalling and power systems use copper wiring. In some places, this wiring is old, difficult to maintain, or at greater risk of damage from weather, fire, electrical faults or theft.

ARTC has a public project to remove outdated overhead copper signalling and power lines along the Wolseley to Melbourne corridor. The project covers about 260 kilometres of track and will focus first on high-risk and hard-to-maintain sections.

ARTC has also announced a separate project to replace ageing signalling cables between Crystal Brook and Wolseley in South Australia. This work is intended to reduce the risk of signalling and power outages and support safe, reliable rail operations.

Will this stop copper theft?

Removing old copper wiring can reduce some opportunities for theft in the areas where it is removed. It can also reduce delays caused by damaged or failed equipment.

However, it is important to be clear that these projects will not solve all copper theft issues across the rail network. Copper theft is a broader problem affecting rail, energy, telecommunications, construction and other sectors. Rail agencies continue to work with police and other authorities to manage these risks.

What does this mean for local communities?

For local communities, the main message is that rail signalling and wiring are gradually being modernised. The work is intended to improve safety and reliability over time, but timing and impacts will depend on the specific projects planned for each part of the network.

Where works are planned locally, communities should expect practical information from the rail operator or project team about what work is happening, when it is expected to occur, and whether there will be any local impacts such as temporary access changes, noise, traffic management or changed rail operations.

Key points to remember

- Train signalling helps keep trains moving safely and efficiently.
- Australia is moving towards more consistent digital signalling technology on key national rail corridors.
- Some older copper wiring is being removed or replaced where it is ageing, unreliable or difficult to maintain.
- These works can improve safety and reliability, but they will not fix every copper theft issue across the network.
- Communities should receive more specific information if works are planned in their local area.

Inland Rail Skills Academy

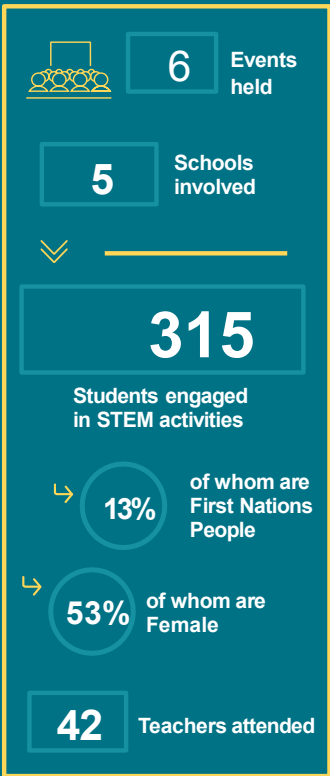
2019 – June 2026 Junee LGA



INLAND
RAIL

We invest in Inland Rail alignment communities by partnering with experts to grow a local supply of businesses and future workers equipped for the 21st century.

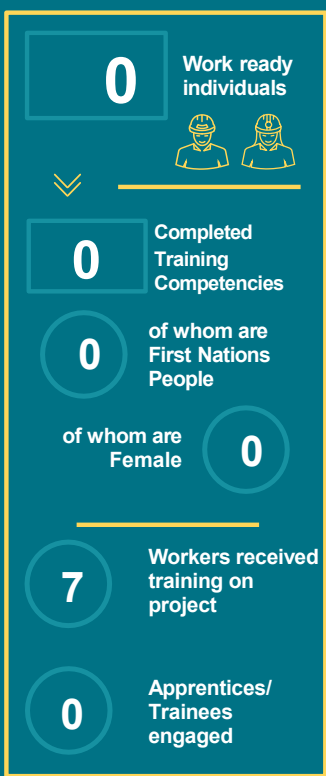
STEM PARTNERSHIPS



UPSKILLING LOCAL BUSINESSES



SKILLS TRAINING



COMMUNITY GRANTS



PROJECT WORKFORCE



PROJECT PROCUREMENT



Inland Rail Skills Academy

2019 – June 2026 Cootamundra – Gundagai Shire LGA



INLAND
RAIL

We invest in Inland Rail alignment communities by partnering with experts to grow a local supply of businesses and future workers equipped for the 21st century.



STEM PARTNERSHIPS

 **4** Events held

4 Schools involved

⇓

483

Students engaged in STEM activities

↳ **16%** of whom are First Nations People

↳ **45%** of whom are Female

23 Teachers attended



UPSKILLING LOCAL BUSINESSES

2 Supplier Capability Workshops held

0 Mentoring sessions held

⇓

118

Businesses upskilled to work on a major project

↳ **7%** First Nations businesses

3 "Meet the Contractor" events held

140 Businesses attending



SKILLS TRAINING

49 Work ready individuals



⇓

3 Completed Training Competencies

12 of whom are First Nations People

of whom are Female **8**

5 Workers received training on project

1 Apprentices/ Trainees engaged



COMMUNITY GRANTS

17 Local community grants approved

⇓

\$49K

Cash contributions



PROJECT WORKFORCE

43 Total workforce from LGA

⇓

4 Sustainable Jobs

0 Workers in trades

3 First Nations workers

8 Female workers

5 Young Workers (Under 25)



PROJECT PROCUREMENT

17

Businesses who have worked on the project

0 First Nations Businesses

\$ 5.5m

Total spend on local businesses