

MEETING MINUTES

Inner Darling Downs Community Consultative Committee Meeting 9

DATE / TIME

5 May 2020
6pm – 7.10pm

LOCATION

Dial in

CHAIR

- ▶ Bill Armagnacq

MINUTE TAKER

- ▶ Willow Hart

DISTRIBUTION

- ▶ All

ATTENDEES

- ▶ Bill Armagnacq – IDD Chair (BA)
- ▶ Chris Joseph - CCC member (CJ)
- ▶ Clinton Weber - CCC member (CW)
- ▶ Gary Garland - CCC member (GG)
- ▶ Ken Murphy - CCC member (KM)
- ▶ Kylie Schultz - CCC member (KS)
- ▶ Lance MacManus - CCC member (LM)
- ▶ Paul McDonald - CCC member (PM)
- ▶ Paul Hanlon - CCC member (PH)
- ▶ Phoebe Mitchell - CCC member (PM)
- ▶ Rob Loch - CCC member (RL)
- ▶ Vicki Battaglia - CCC member (VB)
- ▶ Larry Pappin - CCC member (LP)
- ▶ Rob McNamara - ARTC Inland Rail (RMc)
- ▶ Rob Smith - ARTC Inland Rail (RS)
- ▶ Andrew Roberts - ARTC Inland Rail (ARo)
- ▶ Amanda Reed - ARTC Inland Rail (ARe)
- ▶ Helen Williams - ARTC Inland Rail (HW)
- ▶ Fiona Kennedy - ARTC Inland Rail (FK)
- ▶ Sarah Delahunty - ARTC Inland Rail (SD)
- ▶ Willow Hart - ARTC Inland Rail (WH)
- ▶ Chris Leslight - ARTC Inland Rail (CL)
- ▶ Giano Terzic - ARTC Inland Rail (GT)
- ▶ Rebecca Pickering - ARTC Inland Rail (RP)
- ▶ Katie Unipan - ARTC Inland Rail (KU)

APOLOGIES

- ▶ Todd Rohl - CCC member
- ▶ Tracey McLeod - CCC member
- ▶ Robert Earixson - CCC member

NON-ATTENDEES

- ▶ Kathryn Silk - Department of Infrastructure, Regional Development and Cities (KS)
- ▶ Orren Farrington - DNRME representative
- ▶ Craig Sleeman - Toowoomba Regional Council (CS)
- ▶ Trevor Mitchell - Toowoomba Regional Council (TM)
- ▶ Pat Weir - Member for Condamine (PW)

Discussions

NO.	AGENDA
1	<p>Welcome, introductions and conflicts of interest</p> <ul style="list-style-type: none"> ▶ Chair welcomed the committee and delivered an acknowledgement of Traditional Owners. ▶ Chair noted observers online KS, OF, CS, TM, PW. ▶ Chair noted ARTC people were online to present and respond to questions during the meeting. ▶ Chair noted the meeting was recorded for meeting minute purposes.
2	<p>Conflict of interest</p> <ul style="list-style-type: none"> ▶ The Chair noted the conflicts of interest register has been put together based on previous meeting and response to survey. Committee to inform Chair of any changes or updates.
3	<p>Actions from previous meeting</p> <ul style="list-style-type: none"> ▶ 1. JCh to provide more information about what the CCC would like included for a field trip – members to contact Chair with preferred format and suggestions. ▶ 2. ARTC to report back on biosecurity management plan. Will form part of regular project updates – closed.

NO.	AGENDA
	<ul style="list-style-type: none"> ▶ 3. Regional benefits to be added to the agenda when the studies are complete - work to identify benefits for the project is ongoing but an ongoing agenda item to be added to the next CCC meeting with Inland Rail to present. ▶ 4. ARTC to provide detail on what agreements were signed with the intergovernmental agreement, and by who – closed. ▶ 5. ARTC to arrange a meeting between RL and the groundwater and soil consultants. Meeting either via skype or in person and to be attended by Chair. Chair and RL to report back at the next CCC meeting – closed. ▶ 6. Chair to prepare a letter to the Coordinator-General (OCG) seeking an extension of time for the public display and submissions period of the EIS and share with the committee – closed. ▶ 7. ARTC to provide guidance on agistment of stock during construction and operation – closed. ▶ 8. ARTC to advise of the acquiring authority for Inland Rail in Queensland - ARTC will inform members when there is a formal agreement/announcement – ongoing. <ul style="list-style-type: none"> ▶ VB: advised ARTC should provide the community with more information about the acquisition process. *Chair asked ARe to provide an update in the Project Update agenda item. ▶ GG: expressed concern regarding confidentiality agreements and that people couldn't talk ▶ Chair: noted people who have entered agreements subject to confidentiality clauses have done so freely; and both they and ARTC are subject to those. Noted that some properties have been acquired. ▶ 9. Committee to consider inviting Toowoomba Regional Council to future CCC meetings – CCC members to contact Chair with recommendation on who should be on committee and in what capacity – ongoing.
4	<p>Report from Rob Loch on meeting with Consultants on groundwater and soil presentations</p> <ul style="list-style-type: none"> ▶ In general, consultants' reports to the committee meetings have not been helpful or satisfactory. One reason being that presentations were very short on what may be a large body of work. ▶ Commented that landowners attending CCC meetings are quite knowledgeable/intelligent. ▶ Consultants were going through the motions and were not interested in engaging with stakeholders very much. ▶ Review of groundwater presentation raised questions on what happens with unlicensed bores if they are in the project footprint <ul style="list-style-type: none"> ▶ CJ: Noted that landowners had to prove they were using a bore and it wasn't something that had been abandoned 30 years ago and all of a sudden wanted to make use of it. ▶ 8 monitoring bores along proposed alignment and they need more. Keen to get CCC to encourage community to put forward their bores. Noted that monitoring needs to be longer than the current plan of 5 years. ▶ Land/soil presentation – felt the data is not of high standard. Better data easily available compared to what was used for the report. ▶ EIS is a very big document and approvals on projects are usually conditioned. Recommended people go to the area of the EIS relevant to them and frame comments to ensure the government conditions the project. ▶ Typically, projects are approved with conditions; and sometimes conditions can run to a hundred pages or more. The conditions are critical in terms of providing restrictions on what the construction company can do and how impacts should be addressed. ▶ For people in the path of the rail line construction who are worried about the impacts and concerned about long term effect of these impact, it is important to get conditions laid on the project that address these concerns. This means when the EIS comes out for review in electronic form, people do need to read it. It will be easily searchable, and people will be able to get help/guidance on how to search it. ▶ While people may wish to comment along the lines of "something is wrong; or things have been missed out", what people really need to think about is framing comments that encourage the government to impose a condition that will address the matter of concern. ▶ Response to the EIS needs to focus on what you want to get out of this. Venting might be good fun at the time, but it is not going to provide any lasting benefits for anyone. ▶ Minutes of this soil and groundwater meeting attended by Future Freight Joint Venture and several members of the CCC were sent to CCC members on 24 March 2020. <p>Questions/comments</p> <ul style="list-style-type: none"> ▶ CJ: suggested Inland Rail contact the Wagner Corporation and the Department of Transport and Main Roads about construction on black soils and how they have managed the issue of weight.

NO.	AGENDA
	<ul style="list-style-type: none"> ▶ CJ: bores change from season to season and will be interested to see how cuttings in the project will affect the bores through these different times of year. ▶ GG: noted opinion that CSIRO report is just theoretical. ▶ PM: noted concerns about groundwater and bores. Questioning why keeping information from other departments and why only 5 years monitoring. Recommended starting monitoring now and monitoring for 10-15 years. Need long term monitoring. ▶ VB: questioned why the content of the EIS is confidential. ▶ LP: ARTC need to make it clear in the EIS what their make good is in relation to impacts to bores.
5	<p>Project update</p> <ul style="list-style-type: none"> ▶ RS and GT gave a project update, as per presentation sent to CCC members ▶ Covid19 <ul style="list-style-type: none"> ▶ Unavoidably impacted how we do business ▶ While we are minimising face-to-face engagement, it's important we continue engaging with landowners, the community and other stakeholders to move the project forward and provide certainty. ▶ B2G Project overview ▶ B2G Stages and milestone – noting entering into stage 3 market readiness ▶ B2G EIS status <ul style="list-style-type: none"> ▶ ARTC is currently reviewing the comments made by OCG and government agencies ▶ Public notification/EIS submission period (to be determined by OCG) Q3/Q4 2020, pending changes in strategy due to COVID-19 ▶ Public notification lead by OCG – all submissions will need to be properly made to the OCG ▶ B2G geotechnical campaign <ul style="list-style-type: none"> ▶ In the coming months a widespread geotechnical campaign will commence to gain a deeper understanding of the ground conditions along the alignment. ▶ The type and strength of the ground conditions (soil and rock) will inform the design and final alignment of Inland Rail. ▶ Investigations will be undertaken by specialist subcontractors and carried out at the signed permission of landowners. ▶ These investigations are critical to ensuring accuracy in project design. ▶ The first round of investigations will be conducted along existing rail corridor and within road corridors. ▶ G2H Project overview ▶ G2H upcoming milestones <ul style="list-style-type: none"> ▶ Project assessment: mid 2020 ▶ Project approval: mid 2021 ▶ Construction: 2021-2025 ▶ G2H EIS <ul style="list-style-type: none"> ▶ Fieldwork complete ▶ Draft reference design under review ▶ Technical assessments being finalised ▶ Stakeholder consultation ongoing ▶ Submit to OCG Q2 2020 ▶ Independent Flood review update <ul style="list-style-type: none"> ▶ Engaged a number of expert flood modellers and hydrologists to develop the models that inform design solutions for Inland Rail crossing floodplains, rivers and significant watercourses. The models have also benefited from being calibrated against historical data and records, many supplied by landowners living and working on properties that lie within floodplains. ▶ As part of the Intergovernmental Agreement signed on 29 November 2019, the Commonwealth and State Governments have agreed that an independent panel of experts be established to review aspects of Inland Rail's flood work. ▶ Safety is our priority in building Inland Rail. We welcome the further technical expertise the expert panel will bring. It is an important additional measure in providing confidence to landowners and communities on how we are building Inland Rail to cross floodplains. ▶ Chair: referred earlier question about acquisition to ARe

NO.	AGENDA
	<ul style="list-style-type: none"> ▶ ARe: acquisitions that have taken place have been based on hardship circumstances. In cases where we are quite confident that we have certainty of how the property will be impacted, and where a person/someone might be experiencing hardship, we have undertaken some early acquisitions. ▶ Large scale property acquisitions will occur when planning approvals are in place. ▶ Confidentiality provisions are contracts is generally standard practice. ARTC is bound by confidentiality provisions as well. That is standard practice with property contracts. With hardship acquisitions there are often sensitive circumstances involved. ARTC also protect the landowner's privacy around those transactions that have occurred. ▶ Project resources and links provided to CCC members. <p>Questions</p> <ul style="list-style-type: none"> ▶ KS: What's happening with the old QR track? We have got local grain trains and are they are we supposed to be using the one track or is there going to be two different tracks that the local grain trains can use and then Inland Rail use? <ul style="list-style-type: none"> ▶ RS: Based on the reference design, it is the assumption that Inland Rail will lease the QR corridor with the tie in being maintained. We expect to have more information about this after the EIS has been approved and discussions with QR have progressed. ▶ CJ: Are those tracks being used currently for grain trains <ul style="list-style-type: none"> ▶ RS: Inland Rail is aware of seasonal traffic on both the Millmerran branch and the South Western line, down at the Goondiwindi end. The use of these tracks is considered as part of the design process. If existing tracks were closed during construction, there would need to be understanding and agreement of any disruption to any possible freight logistics. ▶ KS: If grain trains are travelling on the Inland Rail, how will train get from Melbourne to Brisbane in less than 24 hours when they have to around the slower grain trains? <ul style="list-style-type: none"> ▶ RS: explained timetabling, live network control means and crossing loops. ▶ RMc: Important point here that we often have to address is that people think that it's every train will travel between Melbourne to Brisbane in 24 hours. Inland Rail is about selling train paths; and some trains will do it faster and some trains will do it slower. We don't preclude any train from travelling on it. We build timetables around this. ▶ LP: Were last meeting's minutes distributed? <ul style="list-style-type: none"> ▶ WH: April's meeting was an informal catch up and not minuted or recorded. ▶ LP: is the 3.2 kilometre passing loops included in the EIS? <ul style="list-style-type: none"> ▶ RS: the reference design allows for the option to extend those crossing loops in the future. The extension of crossing loops would be subject to another round of approvals. ▶ LMc: Regarding water and monitoring: who would undertake this work? Would it be ARTC or subcontracted? And how would it be advertised? <ul style="list-style-type: none"> ▶ RS: The current monitoring work is being carried out be Future Freight Joint Venture. We expect to go out to market with future scopes of work with a preference to engage local people. ▶ PMc: Commented when the EIS is released it will be good to see how cumulative impacts across the whole landscape have been addressed. ▶ VB: Requested an update on the PPP and tendering process <ul style="list-style-type: none"> ▶ GT: Expressions of interest closed for the PPP in 2019. Now waiting for confirmation for the "request for tender" phase. ▶ VB: The Toowoomba bypass was supposed to be a tunnel and they couldn't build it because of the rock that was under The Range. Has that rock changed? <ul style="list-style-type: none"> ▶ SD: The proponents who tendered on the Second Range Crossing changed the design so that dangerous goods and oversized vehicles could use the Second Range Crossing and not go through town. The change to a cutting was not due to rock. ▶ VB: Has the fit-for-purpose flood modelling gone into the EIS? <ul style="list-style-type: none"> ▶ After clarity on question being about Independent Flood Panel ▶ RP: ARTC is not part of the independent flood panel. It's independent. The terms of reference are available for public comment. And once the work is undertaken, the findings will be made public. We are as interested as the other members of the community to see the Panel's findings. ▶ VB: Can the terms of reference be circulated to the committee?

NO.	AGENDA
	<ul style="list-style-type: none"> ▶ KS: The terms of reference are available for public comment and there was a media release to that effect, from Minister Bailey and the Deputy Prime Minister two weeks ago. Available by emailing InlandRail@infrastructure.gov.au ▶ VB: Just on the point that was made about the land purchases - the concern is about equity in that area. I presume every landholder has been approached by ARTC to ensure that even people who aren't in hardship are being made the offer. <ul style="list-style-type: none"> ▶ ARe: Only if landowners are experiencing hardship and they get in touch with us, and we can review their circumstances and see if it meets the criteria for an early acquisition. ▶ VB: You need to go out to the community and say, "If you are under duress, contact us"; because not everybody thinks of it. ▶ Chair: If you are aware of others who are, if you could let them know, that would be useful; you or any other members of the Committee.
6	<p>General business</p> <ul style="list-style-type: none"> ▶ Chair: The next meeting will also be by telephone and is likely to be in late June.
7	Conclusion

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Provide information about what the CCC members would like included for a field trip	CCC member	Next meeting
2	Regional benefits to be added to the agenda when the studies are complete - work to identify benefits for the project is ongoing but an ongoing agenda item to be added to the next CCC meeting with HW to present	ARTC	Next meeting
3	ARTC to advise of the acquiring authority for Inland Rail in Queensland - ARTC will inform members when there is a formal agreement/announcement	ARTC	Ongoing
4	Members to consider who and in what capacity to invite from Toowoomba Regional Council to future CCC meetings. Members to inform the Chair	CCC members	Next meeting
5	CCC members to send Chair suggested agenda items	CCC members	Next meeting
6	CCC members to let Chair know if they would like to invite the Office of the Coordinator General to present at a CCC meeting about the EIS process	CCC members	Next meeting

Conflict of interest declaration

NAME	DECLARATION
Bill Armagnacq	None
Clinton Weber	Owner of Gowrie One Stop Shop
Lance MacManus	Employee of TSBE
Todd Rohl	CEO of Toowoomba Chamber of Commerce
Larry Pappin	Member of IDIRAG
Vicki Battaglia	None
Rob Loch	Owns property within the project footprint
Chris Joseph	Director of SQ Landscapes
Gary Garland	None

NAME	DECLARATION
Robert Earixson	None
Ken Murphy	CEO of Kath Dixon
Kylie Schultz	Owns property within the project footprint
Paul Hanlon	Owns property within the project footprint
Paul McDonald	None
Phoebe Mitchell	Resident of Gowrie Mountain, but not within the project footprint