

**MEETING MINUTES**

Scenic Rim Community Consultative Committee

**DATE / TIME**

5 September 2019  
6:00pm – 8:00pm

**LOCATION**

Uniting Church Hall, Rosewood

**MINUTE TAKER**

Amanda Quayle

**ATTENDEES (SHOW ORGANISATION IF NOT ARTC)**

- Ms Kathy Baburin - Chair ▶ SRCCC
- Mr Phillip Bell ▶ SRCCC
- Ms Robyn Keenan ▶ SRCCC
- Ms Jan McGregor ▶ SRCCC
- Ms Jennifer Sanders ▶ SRCCC
- Ms Rosemaree Thomasson ▶ SRCCC
- Mr Adrian Stephan ▶ SRCCC
- Ms Ursula Monsieigneur ▶ SRCCC proxy for Simon Birrell
- Mr Shane Harris ▶ ARTC Inland Rail
- Mr Long Vo ▶ ARTC Inland Rail
- Ms Helen Williams ▶ ARTC Inland Rail
- Ms Sarah Delahunty ▶ ARTC Inland Rail
- Ms Susan Lodge ▶ ARTC Inland Rail
- Ms Amanda Quayle ▶ ARTC Inland Rail
- Mr Matvey Klopov ▶ ARTC Inland Rail
- Mr Gervais Naidoo ▶ ARTC Inland Rail
- Mr Gareth Rees ▶ ARTC Inland Rail
- Ms Belinda Scott-Toms ▶ ARTC Inland Rail

**APOLOGIES (SHOW ORGANISATION IF NOT ARTC)**

- Ms Alison Duke-Gibb ▶ SRCCC
- Ms Angela Collyer ▶ SRCCC
- Mr Robert Collett ▶ SRCCC
- Mr Simon Birrell ▶ SRCCC
- Ms Narella Simpson ▶ SRCCC
- Ms Julie de Visser ▶ SRCCC

**DISCUSSIONS**

NO.	DISCUSSIONS
1	<b>Introduction and Acknowledgement of Country.</b>
2	<p><b>Conflict of interest</b></p> <ul style="list-style-type: none"> <li>• No conflicts raised in the meeting.</li> </ul>

NO.	DISCUSSIONS
3	<p><b>Update of actions from last meeting</b></p> <ol style="list-style-type: none"> <li>1. Inland Rail to provide date for joint Business Chamber meeting. <i>Closed.</i></li> <li>2. Check Julie de Visser is on distribution list. <i>Closed</i></li> <li>3. Send Flora Fauna workshop dates to CCC. <i>Closed. <b>New Action:</b> Check email with flora booklets were received by Rosewood District Protection Organisation.</i></li> <li>4. Inland Rail to provide update following Community Consultation. <i>Closed</i></li> <li>5. Inland Rail to discuss cutting depth and lengths with Robyn Keenan. <i>Closed</i></li> <li>6. Can Inland Rail use SMS as an option to disseminate information? <i>Closed</i></li> <li>7. Amanda Q to send link of flythrough to CCC members. <i>Closed</i></li> <li>8. Amanda Q to speak with Australia Post about newsletters not reaching Rosewood. <i>Closed</i></li> <li>9. Provide next round of community grant information. <i>Closed</i></li> <li>10. Project team to provide information on vegetating embankments. <i>Closed</i></li> <li>11. Inland Rail to confirm if Mount Flinders has a visualisation prepared as part of the EIS and advise criteria for visual impact assessment. <i>Closed</i></li> <li>12. Where are artefacts relocated when found? Which museums? <i>Closed</i></li> <li>13. Economic impact for businesses? <i>Closed</i></li> <li>14. TMR to advise how properties are maintained. <i>Closed</i></li> </ol>
4	<p><b>C2K Project Update</b> presented by Long Vo</p> <ul style="list-style-type: none"> <li>• C2K reference design has been completed to inform the Environmental Impact Statement (EIS).</li> <li>• Preliminary Draft EIS has been lodged with the Office of the Coordinator General (OCG).</li> <li>• C2K project team continue to meet and work closely with the OCG on the EIS.</li> <li>• C2K project team continue to meet with State government and Councils on a fortnightly/monthly basis on the project.</li> <li>• Ursula asked who the project team meets with at Ipswich City Council (ICC).</li> <li>• Long advised the project team meet with the planning department of ICC and will check ICC officers are comfortable with having their names shared.</li> <li>• C2K project team and OCG will notify the public when Draft EIS is publicly available.</li> <li>• OCG may take up to six weeks to determine EIS is adequate regarding the Terms of Reference.</li> <li>• Once EIS is determined adequate, OCG will approve public consultation with statutory time requirement.</li> <li>• OCG determine the timing and duration of public consultation.</li> <li>• The current schedule for C2K project approval to occur mid 2020.</li> <li>• Each Inland Rail project is assessed on individual merit and declared a coordinated project by the OCG.</li> <li>• EIS considers cumulative impact assessments, regarding adjoining local projects.</li> <li>• Local projects are considered as per the Terms of Reference and advise if an assessment should be undertaken.</li> <li>• Robyn asked if K2ARB is a coordinated project. Susan advised it has not been determined a coordinated project yet.</li> </ul>
5	<p><b>Inland Rail 2019 Conference Update</b> presented by Kathy Baburin</p> <ul style="list-style-type: none"> <li>• The annual conference was an Australian Railway Association and Australian Logistics Council event.</li> <li>• Minister for Parkes, Mark Coulton, presented on Inland Rail railway going through Parkes.</li> <li>• The Minister said there was financial benefit of \$2.62 benefit for every \$1 that Inland Rail invests.</li> <li>• Anticipated 18,000 road accidents be prevented with introduction of Inland Rail.</li> <li>• Business case is being drafted for Intermodal facility at Ebenezer.</li> <li>• Catherine King, Opposition Shadow Minister for Infrastructure, Transport and Regional Development, said by 2028 a 35 per cent increase in freight volume will be needed to service Australia; 60 per cent in urban areas.</li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Truck numbers in Australia will remain at similar levels, not decrease due to rail project.</li> <li>• Ben Newton, Head of Transport Development of Woolworths supply chain, announced a \$30 million grant for organic farmers.</li> <li>• Adrian Hart, BIS Oxford Economics, acknowledged Australia’s slowing economy.</li> <li>• Rail projects over \$2 million are increasing.</li> <li>• There is a skills shortage in Australia to build required infrastructure.</li> <li>• Inland Rail, Richard Wankmuller presented. He said Inland Rail will contribute 7,200 jobs in Queensland. A boost of \$7.2billion into the Queensland economy.</li> <li>• \$712 million has been spent on Inland Rail so far.</li> <li>• Acknowledged Inland Rail communicated too early with communities.</li> <li>• Inland Rail Academy, a training facility to help provide skills in the workforce, has been announced.</li> <li>• Ursula asked about the status of the Ebenezer Intermodal terminal.</li> <li>• Long said Inland Rail is not precluding the Ebenezer Intermodal terminal as part of the planning stage. A crossing loop has been designed at Ebenezer where the proposed intermodal facility may go. Project team does not have further detail on this project. This lies with Ipswich City Council and Transport and Main Roads.</li> </ul>
6	<p><b>Environmental Impact Study (EIS) findings</b> presented by Susan Lodge</p> <ul style="list-style-type: none"> <li>• Inland Rail continuing to meet and update government stakeholders on C2K progress.</li> <li>• Flora and fauna workshops were held with environmental groups late June.</li> <li>• Finalised technical reporting and lodged draft EIS with Office of the Coordinator General (OCG) for review.</li> <li>• OCG will conduct an adequacy review in accordance with terms of reference. This timing and process is with the OCG and may take approximately six weeks.</li> <li>• Based on OCG and State Government department feedback, Inland Rail will make edits or provide additional information as required.</li> <li>• Once determined adequate by the OCG, the project moves into publication of the EIS and it is open for public submission. Locations to be determined by the OCG.</li> <li>• Committee members are welcome to provide recommendations of venues where public consultation may occur.</li> </ul>
6	<p><b>Public Private Partnership Update</b> presented by Long Vo</p> <ul style="list-style-type: none"> <li>• Solid market response around the Expression of Interest (EOI) for the public private partnership (PPP).</li> <li>• Inland Rail are currently finalising evaluations of the EOI.</li> <li>• Next phase for Inland Rail is Request for Proposal (RFP). Current timing for release is approximately late 2019.</li> </ul>
7	<p><b>Noise</b> presented by Shane Harris</p> <ul style="list-style-type: none"> <li>• Operational noise includes airborne noise, vibration from the rail and potential regenerated noise from the rail through to houses.</li> <li>• Approx. 1300 houses are located within 2 kilometres of the C2K project alignment.</li> <li>• Inland Rail are working to achieve lower noise levels than what is expected in Queensland.</li> <li>• Predicted noise levels are: 60dBA during the day, 55dBA at night and 80dBA maximum.</li> <li>• If noise levels exceed these figures a range of triggers may occur such as noise barriers, earth mounds and controls to the house.</li> <li>• Noise mitigations at homes may include; double-glazed windows, door seals, air conditioning, roof insulation; block gaps where noise can enter.</li> <li>• No noise barriers have been planned for C2K project.</li> <li>• Trains take approx. 2-3minutes to pass a location, depending on train speed, weight, length and topography.</li> <li>• Changes in noise are not evaluated based on whether it is urban, rural, suburban, industrial or transport noise.</li> <li>• Inland Rail will employ mitigation measures for kerb squeal.</li> <li>• Noise barriers are often used where there is density of housing, controlling noise for many people.</li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Works to evaluate noise will be ongoing, post project approval, before, during and after construction and during operations.</li> <li>• An Inland Rail contact phone number will be provided for community concerns re: noise.</li> <li>• A third party will measure and evaluate noise levels along C2K project corridor.</li> </ul>
8	<p><b>Landscape and Visual Amenity</b> presented by Long Vo and Gareth Rees</p> <ul style="list-style-type: none"> <li>• 12 viewpoints were evaluated for the C2K EIS.</li> <li>• Kathy asked how the viewpoints were selected. Inland Rail to provide further detail and report back on this.</li> <li>• Gareth explained the Terms of Reference and International guidelines are used to determine the visual impact assessment.</li> <li>• Four visualisations were shared of roads currently in the C2K project and what they would look like when trains are operating.</li> <li>• Rosemaree asked if trains would be electrified. Gareth said no.</li> <li>• Jan asked if she felt that a viewpoint had been missed should she include that in her submission to the OCG. Gareth said yes.</li> <li>• Robyn asked if landowners were going to have new rail line on/near their property, wouldn't that warrant a significant visual impact?</li> <li>• Gareth said there is a framework for visual amenity impacts to be measured based on significance. Inland Rail uses this framework.</li> <li>• Mitigations for social performance are often linked to environmental mitigations as they may affect a local community.</li> </ul>
9	<p><b>Traffic, Transport and Access</b> presented by Matvey Klopov</p> <ul style="list-style-type: none"> <li>• 140 road rail interfaces across the C2K project, eight are proposed to be level crossings.</li> <li>• Level crossings are included in the EIS. This does not mean the design is final.</li> <li>• The project team is continuing to discuss level crossing concerns with community and councils.</li> <li>• Washpool Road realignment remains a community concern and priority. Project team are working with Council on an acceptable solution.</li> <li>• Middle Road is proposed to be a level crossing in the EIS. Discussions with community and Ipswich City Council regarding a grade separation are ongoing including reviewing feasibility of power lines being lifted.</li> <li>• Long said level crossing strategy and ALCAM – nationally recognised methodology of safety regarding level crossings - has been used in preparing the C2K reference design and it adheres to that methodology.</li> <li>• Robyn asked if C2K project team could make all level crossings grade separations?</li> <li>• Matvey said a factor with building infrastructure is to mitigate risk so far as reasonable practicable, not necessarily to eliminate it. Risk is subjective when it comes to defining what is reasonably practicable.</li> <li>• Long said a cost benefit analysis is undertaken as ultimately it is government funding being used to build the railway, so while grade separation would be the most attractive option, it is not the most financially feasible one.</li> <li>• Matvey said closing roads is another option to prevent level crossings and redirect local traffic elsewhere, but this may not be preferable either to the local community.</li> <li>• Kathy suggested Robyn place a submission on the EIS regarding her concerns about the level crossings.</li> <li>• Matvey said approx. 10 grade separations are proposed for C2K.</li> <li>• Adrian asked if a safety case was evaluated for the level crossings and Matvey confirmed yes there was.</li> <li>• Gareth said the operational design also needs to go through the safety regulator to ensure trains can run safely.</li> <li>• Paynes Road realignment is continuing to be reviewed as we are aware of the community concerns in this area.</li> </ul>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> <li>• Long acknowledges traffic impacts/delays are a community concern when constructing and operating the rail way.</li> <li>• A traffic management plan and assessment reviews every road rail interface and ways to mitigate impacts to the community.</li> <li>• Community members will have a phone number they can call to address issues.</li> <li>• Rosemaree asked why signs haven't been placed on proposed road closures?</li> <li>• Long said it would be too premature to place signs saying the roads would be closed. The project is not approved, we first need approval to have agreement from road authority (TMR, local councils) prior to notifying of closures or changes. Typically, this is undertaken upon confirmation of the project in the next phase and the contractor being appointed to build the railway.</li> <li>• Ursula asked if Inland Rail will go above and beyond what is required of them regarding signage and place signs near roads to notify the community that an EIS is in progress for those affected roads?</li> <li>• Amanda said she would check what other Inland Rail projects have done and report back to the CCC.</li> <li>• Gareth said it is not common practice to place signs up for EIS documentation. The Coordinator General is responsible for notifying people publicly about the EIS.</li> <li>• OCG will advertise in newspapers and Inland Rail will also promote awareness through various communications.</li> <li>• Gareth said road approvals will be required beyond the EIS with consultation occurring with the Department of Transport and Main Roads and local councils.</li> </ul>
10	<p><b>Economics – Social Performance</b> presented by Helen Williams</p> <ul style="list-style-type: none"> <li>• Inland Rail launched the Inland Rail Skills Academy on 22 August.</li> <li>• Academy supports scholarships at USQ, Charles Sturt and Latrobe university for STEM training. (Science, Technology, Engineering or Maths)</li> <li>• Inland Rail are working with Lifeline through the Primary Healthcare Networks (PHN) Partnership to deliver a "Community Connections Program". Offering training to CCC members on how to refer people to mental health services if they are having issues in their communities. CCC members to advise if they want to take part in that training.</li> <li>• Social impact team have met with local councils and their economic teams to understand regional and tourism plans plus business chambers in the area.</li> <li>• Key economic queries were: disruption on local businesses (traffic to get to businesses), reduced tourists visiting (less income for businesses), impacts on agricultural properties (moving stock and products efficiently), supply opportunities for local business to contribute to the project, facilitation of industrial development (Bromelton and surrounding areas).</li> <li>• Environmental mitigations are key to mitigating economic mitigations.</li> <li>• Jan said it would have been good to meet social performance team to discuss Ivory's Rock Convention Centre. Helen said the project team all work together and share information for the EIS and project planning – information from engagement and correspondence with the Centre has been considered in the Social Impact Assessment.</li> <li>• Four options for businesses to contribute to Inland Rail – direct supply, direct supply to principal contractors, indirect business (people working on the project spending money locally e.g. employees buying food and working on the railway) and then businesses transporting product on the rail way once its operational.</li> <li>• Social performance team are identifying local businesses, their capacity, experience and how they can support them to contract or subcontract to the railway.</li> <li>• Inland Rail has a Local Industry Participation plan for procurement to ensure local business participation.</li> </ul>

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	<ul style="list-style-type: none"> <li>Indigenous Participation Plan outlines how Indigenous businesses are participating in the project.</li> <li>For transparency, quarterly reporting will reveal how these goals are being met by Inland Rail.</li> <li>For businesses wanting to work with Inland Rail, register on the website for updates.</li> <li>Interest can also be registered on Tender link via Inland Rail website.</li> <li>Robyn requested that Beaudesert area be considered for local employment and not be grouped with Gold Coast of Southern Brisbane.</li> <li>Helen said local business participation activities are currently being discussed and planned with key local government areas i.e. Scenic Rim LGA, Ipswich LGA.</li> <li>Ursula asked about Indigenous Business Participation to date.</li> <li>Helen said an Indigenous Participation Advisor has joined the project to work with traditional owner groups and local populations to encourage participation.</li> </ul>		
11	<b>Community Engagement</b> <ul style="list-style-type: none"> <li>C2K project is preparing for the EIS public consultation once the OCG gives their approval.</li> <li>CCC welcome to provide suggestions communication channels re: the EIS submission.</li> <li>Long mentioned that the regardless of the stage of the project, the project team are always available to be contacted and address any community concerns.</li> </ul>		
12	<b>General Business</b> <ul style="list-style-type: none"> <li>Kathy advised the two-year tenure of the CCC ends December 2019.</li> <li>Inland Rail reviewing what form the committee will take in future.</li> <li>Robyn acknowledged that the C2K Inland Rail team had been generous with their time and the treatment of the community.</li> </ul>		
13	<b>Conclusion and Confirmation of Actions</b>		
No.	CURRENT Actions	Action by	Due date
1	Inland Rail to confirm email from Arnold Rieck, local flora expert from Rosewood District Protection Organisation, was received along with flora booklets.	AQ	21 Nov
2.	Inland Rail to seek permission from Ipswich City Council staff members to have their names provided to the CCC.	LV	21 Nov
3.	Inland Rail to update on the project that has commenced in Parkes, NSW.	LV	21 Nov
4	How were the viewpoints selected for the Landscape and Visual Amenity chapter?	SL	21 Nov
5	Have other Inland Rail projects placed signage on roads to identify road closures?	AQ	21 Nov
6	CCC members to advise if they want to participate in Mental Health Training.	CCC	21 Nov

### Next Meeting

Thursday, 28 November 2019, Boonah