

Meeting minutes

Calvert to Kagaru

Community Consultative Committee

Date / Time

5 May 2022
5.30 pm – 8.00 pm

Location

Ipswich Civic Centre – 50 Nicholas St, Ipswich 4305; and
Online

Facilitator

Ms Kathy Baburin (KB) – Chair

Minute taker

Mr William Fisher (WF)

Attendees (Show organisation if not ARTC)

- Ms Kathy Baburin (KB) – Chair
- Ms Angela Collyer (AC) – SRICCC
- Ms Rosemaree Thomasson (RT) – SRICCC
- Ms Robyn Keenan (RK) – SRICCC
- Ms Jan McGregor (JM) – SRICCC
- Ms Narrella Simpson (NS) – SRICCC
- Mr Mike Townsend (MT) – SRICCC
- Mr Robert Collett (RC) - SRICCC
- Mr Don Piggott-McKellar (DPM) – ARTC Inland Rail
- Ms Karen Hillery (KH) – ARTC Inland Rail
- Ms Myf Jagger (MJ) – ARTC Inland Rail
- Ms Rosemary Judd (RJ) – ARTC Inland Rail
- Ms Jody Finsen (JF) – ARTC Inland Rail
- Mr Ashley Williams (AW) – ARTC Inland Rail
- Mr William Fisher (WF) – ARTC Inland Rail.
- Ms Vanessa Gorecki (VG) – ARTC Inland Rail.

Apologies

- Mr Phillip Bell - SRICCC
- Ms Alison Duke-Gibb – SRICCC
- Mr Adrian Stephan – SRICCC
- Mr Simon Birrell – SRICCC

NO.	DISCUSSIONS										
1	<p>Introductions and Acknowledgement of Country</p> <ul style="list-style-type: none"> - KB Introduces herself as the chair and welcomes both in-person and online participants - NS provided a Welcome to Country - KB discussed the meeting protocols. <ul style="list-style-type: none"> o A reminder of COVID-safe practices. o Reminder to be respectful and professional to staff, observers, and committee members. 										
2	<p>Conflict of interest</p> <ul style="list-style-type: none"> - No conflicts were raised in the meeting 										
3	<p>Update on previous actions</p> <ul style="list-style-type: none"> - Ongoing updates to members regarding the C2K EIS interactive workshops - ACTIONED AND CLOSED BY ARTC - Ongoing mental health updates in SRICCC meetings - ACTIONED AND CLOSED BY ARTC - Distribute email address for intermodal terminal updates - ACTIONED AND CLOSED BY ARTC - Share the reverse timing information to Toowoomba (Gowrie Junction to Acacia Ridge and Bromelton - ACTIONED AND CLOSED BY ARTC - Follow-up meeting regarding the train timing information, coordinated via AD-G. - ACTIONED AND CLOSED BY ARTC - ARTC to liaise with the OCG regarding the submitters being contacted directly about ARTC consultation activities - ACTIONED AND CLOSED BY ARTC - Chair to email SRICCC members regarding next meeting date - ACTIONED AND CLOSED BY CHAIR 										
4	<p>Introductions</p> <ul style="list-style-type: none"> - KB asks IR staff to introduce themselves 										
5	<p>Committee Questions</p> <ul style="list-style-type: none"> - KB requests that each committee member asks one question they believe has not previously been addressed, or not answered in its entirety. <table border="1" data-bbox="233 1357 1430 1977"> <thead> <tr> <th data-bbox="233 1357 456 1442">COMMITTEE MEMBER</th> <th data-bbox="462 1357 928 1442">QUESTION</th> <th data-bbox="935 1357 1430 1442">RESPONSE</th> </tr> </thead> <tbody> <tr> <td data-bbox="233 1451 456 1693">KB</td> <td data-bbox="462 1451 928 1693">Does the Inland Rail project, as it stands today, go from Melbourne to Acacia Ridge/Port of Brisbane; or does it go from Melbourne to Gladstone, or both?</td> <td data-bbox="935 1451 1430 1693">DPM - There's a business case being run by the Federal Government to consider the potential for Toowoomba to Gladstone; not being undertaken by ARTC Inland Rail. As it stands, the project route is from Melbourne to Brisbane.</td> </tr> <tr> <td data-bbox="233 1702 456 1977">AC</td> <td data-bbox="462 1702 928 1977">Will surveyors be surveying from fence to fence of the railway line, or just the line, itself? And what happens to the farmland left over, when you have chopped out the middle of a farm? Is that going to be, for example, two lots of land; or are they going to have one lot of land with a railway line</td> <td data-bbox="935 1702 1430 1977">DPM - There's no one answer because we impact multiple properties across our alignment in different ways. When acquiring property we consider the provision of sufficient access and associated works to impacted properties. The disposal of any land</td> </tr> </tbody> </table>		COMMITTEE MEMBER	QUESTION	RESPONSE	KB	Does the Inland Rail project, as it stands today, go from Melbourne to Acacia Ridge/Port of Brisbane; or does it go from Melbourne to Gladstone, or both?	DPM - There's a business case being run by the Federal Government to consider the potential for Toowoomba to Gladstone; not being undertaken by ARTC Inland Rail. As it stands, the project route is from Melbourne to Brisbane.	AC	Will surveyors be surveying from fence to fence of the railway line, or just the line, itself? And what happens to the farmland left over, when you have chopped out the middle of a farm? Is that going to be, for example, two lots of land; or are they going to have one lot of land with a railway line	DPM - There's no one answer because we impact multiple properties across our alignment in different ways. When acquiring property we consider the provision of sufficient access and associated works to impacted properties. The disposal of any land
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<p>AC</p> <p>(Supplementary question) There are regulations about how small a property can be divided; does that apply here?</p> <p>KB</p> <p>(Supplementary question) There are certain areas that you can't divide below a certain size. You will have to follow those guidelines?</p>	<p>running through the middle of their lot?</p>	<p>that we don't require will be assessed by a case-by-case approach.</p> <p>DPM - We have staff that specialise in this area. We will be held to regulations. It is my understanding that all the requirements that apply to acquiring land, apply to our project.</p> <p>DPM - As far as I understand it, yes.</p> <p>AC - That won't be possible. If you have a hundred-acre farm and you put a railway line through it, it's going to be smaller.</p> <p>DPM - I am happy to take specific examples away; and we can talk to the people that know a lot more about this than I do.</p> <p>KB – This will be a good agenda item for another meeting.</p>
<p>RK</p>	<p>What is the legislation under which you can compulsorily go onto, or demand to go onto people's land for access and for testing?</p>	<p>DPM - to undertake an Environmental Impact Statement (EIS) properly, you want to undertake investigations to incorporate the best information available, and doing investigation works to better inform an EIS is part of the normal process.</p> <p>Post meeting note: Though not preferred to be adopted, nor typically adopted for Inland Rail Projects, the legislation that allows compulsory access</p>
<p>JM</p>	<p>Question relates to koalas and environment. It appears to me that the project is about mitigating impact on a certain corridor. But this corridor goes through an extremely sensitive environment. I would like to understand: is there a point where, through that process of investigation, the level of impact is determined to be too great?</p>	<p>DPM - Our project can't go ahead until we get the EIS approved.</p> <p>VG - Mitigating comes after avoiding. There's a process that goes into identifying the areas that can be avoided. Looking for avoidance is the first step; then mitigating; then there's offsetting.</p>
<p>MT</p>	<p>Will cultural recognition be recognised, recorded, preserved, disseminated, celebrated and further shared with multiple nations across the Inland Rail footprint?</p>	<p>MJ – Sharing findings and knowledge, is something each First Nations groups manage, their preferences are taken into consideration when preparing cultural heritage management and what information they would be prepared to</p>

		<p>share and to celebrate with others is up to them.</p> <p>AW - Yes, it's up to the native title groups, whether they share it with others. Some of the findings within the cultural heritage plan is confidential; it's what they want to share.</p> <p>NS - I am one of the Native Title applicants. Some of what we are finding stays confidential and the findings stay within the land. We are celebrating and we do celebrate. For example, we have a native celebration in June/July at Bridge Road. All cultures are welcome to attend.</p>
RC	<p>Why is the proposed passing loop to be constructed on the northern side of the main rail tracks, when the State government's Ebenezer regional industrial estate which the intermodal is reportedly intended to service, is on the southern side of the track? This would require the unsafe practice of having all freight delivered by truck across the main track. I would like some plans of the intermodal site and I can email that request through to somebody.</p>	<p>DPM - Yes please send your request through. Our team is not delivering the planning for the intermodal project. As soon as that information is available, we can help facilitate getting it to you. The project for the intermodal facility is looking at our existing design and using that to design their infrastructure to whatever standards they need to safely. It's a new piece of infrastructure which hasn't been decided yet. We will talk about that in this forum as soon as we know more.</p>
NS	<p>We have been working with the Ipswich people doing training for the rail. One of them came out of jail, and they ended up getting a job. AW has been quite involved with the C2K community and in Toowoomba. We greatly appreciate that. We started passing maps out and showing them to the community; some people have problems getting into the community because of their age, some of them have a disability but there's still an interest in the project within the community.</p>	<p>KB – Thank you</p>
KB (On behalf of AS)	<p>I wonder whether we are being overly microscopic and not telescopic in addressing issues. Take, for example, the growing China influence in our</p>	<p>DPM - Part of ARTC's network already runs past Woomera. ARTC are building this piece of track (Inland Rail) that connects to the national rail network.</p>

	<p>region, involving Papua New Guinea and the Solomon Islands. Also, with the growth of Woomera in the space programs, a viable option may be to link the Brisbane Port with Woomera through Western Queensland. What future Inland Rail options have been considered and should they be considered by this Committee?</p>	<p>So there's already some 'blue sky' type thinking there, because ARTC is the biggest rail infrastructure manager already in Australia and this is adding to their network and providing more coverage than Australia will have ever had.</p> <p>It is with the people within the Federal government department that manage the business cases for these projects.</p>
<p>6</p>	<p>Social Performance and Mental Health</p> <ul style="list-style-type: none"> - MJ - acknowledges that mental health is a topic that has a lot of interest from the committee. Moving forward, if mental health is a standard agenda item, MJ requests the committee's input on how they would like to continue this conversation beyond this presentation. - MJ - the mental health partnership that Inland Rail has with the Darling Downs/West Moreton Primary Health Network (PHN), is a partnership that has been established since 2019 and was recently extended for another two years. ARTC's role has been to provide funding to help promote existing and independent local health services that are commissioned and supported by that PHN function. - MJ - the key program that our partnership is supporting is the NewAccess program. This program has been designed by BeyondBlue and engages with a range of local service providers to help deliver the program into the community. For the C2K project area, the service providers that are delivering the program include Richmond Fellowship Queensland and Lives Lived Well. The NewAccess program is a free service and is available for people over 16 years. People can self-refer and don't need a GP referral. They can also engage with their GP who will identify where there is an appropriate need for referral to the NewAccess program. - MJ - Questions that have previously been asked from this committee have been around "how is this program being promoted," making sure that it is reaching community members affected by Inland Rail. The PHN has liaison officers that work with each of the medical centres and GP practices along the alignment, within the Darling Downs/West Moreton PHN catchment area. - MJ - Richmond Fellowship Queensland has been undertaking mainstream radio advertising, targeting individuals and businesses who are impacted by a whole range of factors. - MJ - Non-Inland Rail-branded promotions are also being undertaken through the NewAccess program for community members in the C2K project area. <p>Questions:</p> <ul style="list-style-type: none"> - KB - Can you put a lot of that information in a report that we can then circulate to the Committee members; and then they can circulate that amongst their community? - MJ - Yes. - MJ - We also are looking to address some of the request for information from the Coordinator-General around how we will monitor change in wellbeing over time. We are piloting a wellbeing survey which is going to be run independently of Inland Rail and hopefully will give us an independent sense of what's happening within Local Government areas across our alignment. - MJ - There is a workshop that's running on 18 May, as part of the C2K EIS interactive workshops. It will focus on social performance and business opportunities. We have asked 	

	<p>the service providers from the mental health partnership - Richmond Fellowship Queensland and Lives Lived Well - to also participate.</p> <ul style="list-style-type: none"> - JM - When I read that email, I get a different message. I thought “social and business opportunities” must be about businesses. - DPM - we can have a chat internally about whether there's a bit more of a clarity piece we need to do before the workshop, to make it very obvious that "social performance" includes mental health elements. - RK - They are based in Toowoomba, is that correct? - MJ - Yes the Darling Downs/West Moreton group would have an office there. <p>RK - Some time ago, I asked a question about that service and was told that it didn't extend past the Teviot Range. I was given the name of a group who were doing that one and the information would be distributed through the K2ARB CCC. Unfortunately, the K2ARB CCC seems to meet very irregularly. Therefore, none of that information is getting passed onto the community. MJ - I can share that information.</p>
<p>7</p>	<p>Indigenous Participation</p> <ul style="list-style-type: none"> - AW - This artwork [referring to photographs in presentation] was created by the Jagera and Turrbal people for Inland Rail. This one is in our Gatton office. Keith Simpson [bottom photo] has done a great painting for us and they are based in this region as well. We do this is build relationships with the groups and for them to share their stories, their song lines and their culture. It also allows people coming into the offices to read those stories, which are well-received. - AW - Back in early 2021, we had 12 participants enrolled in a Certificate 2 in Rail Infrastructure course, which all participants completed. Three-quarters of participants have picked up work in Western Australia. We're hoping to run another one in Toowoomba shortly, and there will be another one held at the Ipswich Rail Museum. Centre Excellence Rail Training (CERT) runs these courses. - AW - We also have barbecues in Toowoomba, because the Jagera and Turrbal people go from Kagaru to the bottom of the range. - NS - The barbecues are about bringing people together, acknowledging what is done on the land and also participating with the younger generation. At the first barbecue in Toowoomba, there were about nine young Aboriginal people that finished Grade 12 and they were very interested in viewing the map and seeing what Inland Rail is all about. One Indigenous person attended that also works for the railway. The rail barbecues don't just share food, they share what's happening on their land and opens up doorways to the community. - NS - We have NAIDOC week coming up soon - and this is another opportunity for Inland Rail. AW is going to put up a tent to let the community know what Inland Rail is doing. - AW - Kevin Fernando, who is an applicant, and Sloane who is a director, run an Indigenous men's group in Ipswich. ARTC saw an opportunity to support this group. The group talks about mental health and men's issues - it's an Indigenous group but anyone can attend. They go on country and have camps, plus have weekly catchups and yarning sessions. Ipswich City Council supports them as well.
<p>8</p>	<p>Sustainability</p> <ul style="list-style-type: none"> - JF - sustainability has been embedded into all aspects of Inland Rail. So when we look at some of the main kinds of business drivers about providing connected communities - providing a fast, reliable, cost-effective freight route - that directly speaks to sustainability. We are looking at making sure we are supporting the communities we are working in but also providing other benefits to them as well.

- **JF** - An example is what we call a "modal shift"; where we are moving freight from on our roads onto trains. We also have a sustainable procurement policy that's embedded in all of our contracts and the work that we do.
- **JF** - We have produced three annual public sustainability reports. This is where we demonstrate how we are doing what we said we would be doing.
- **JF** - Inland Rail has a sustainability hierarchy, the policy used to develop our program has seven different objectives and a range of targets. Our objective areas are: leadership and awareness, governance, community and economy, environment and heritage, resource use, sustainable procurement, and future operation.
- **JF** - An example is: we have a target of 15 per cent reduction in greenhouse gas emissions for the footprint of construction.
- **JF** - We undertake climate change risk assessment within the alignment and having a look at what the extreme and high risks are and we look at how we mitigate those over the near and the long future.
- **JF** - We use the Infrastructure Sustainability Council of Australia to measure if we are being sustainable, which outlines a range of different targets and requirements. Some of our initiatives are applied across projects, but it's very tailored to our project's specific location.
- **JF** - This is not a new tool. It is widely used and it's always developing but it's very well-known in the industry.
- **JF** - We look at everything from management systems, procurement purchasing, climate change adaptation, resource efficiency around energy, carbon, water and materials. We look at our environmental footprint, through discharges, how we are impacting land, waste and ecology. We look at community health and wellbeing and work with our heritage and stakeholder teams. We also look at urban and landscape design as well as innovation.

Questions:

- **JM** - Given the impacts of C2K, in terms of koala impact and through the Teviot Range and the splitting of the wildlife corridors, the Karawatha corridor, etc could we please have specific information on how that 5 per cent increase is going to be achieved?
- **JF** - Yes
- **JM** - Could we please have the specific initiatives that Inland Rail has undertaken or is doing to minimise the impact on the Peak Crossing community and ensure its sustainability, such as specific engineering work into the design of the Inland Rail to reduce noise impacts, specific engineering work into the design embankments positioning to reduce impact, and whether it's been considered to lower the Inland Rail to ground level rather than an embankment where the noise travels further, whether any consideration has been given to noise walls in rural areas, to reduce the impact on Peak Crossing and make the community more sustainable for the future.
- **JF** - Yes
- **JM** - What I am not hearing is: what is actually being done to minimise impacts and ensure that the communities of C2K and the environment would actually benefit from this project.
- **JF** - Yes, definitely. I guess that's partly a reflection of where we are in the process as well. Until we have our EIS -
- **JN** - I'm sorry, we have been sitting here for five years. We are at the - you know, this is a presentation I would have expected in year one. What we need is real information on "what is being done to protect this community and this environment".
- **DPM** - The topic here is about "what we are doing to reduce that as much as possible". Because sustainability is such a broad topic, even when I go and I help write the response to those questions, I'm not just going to Jodie's team. I am going to the engineering team; I am going to the noise mitigation team.

	<ul style="list-style-type: none"> - JM - I would have just liked to have heard that sentence upfront, to say, "Look, we are here. We understand that we are impacting your communities. But you may be interested to know that this is what the overview is of sustainability for Inland Rail". But I didn't get that. I just got all the stuff and nothing about C2K. And that's what we are here for.
<p>9</p>	<p>Project update</p> <ul style="list-style-type: none"> - DPM - Two key topics that I want to address. We have selected Regionerate Rail as the preferred proponent for the Gowrie to Kagaru section. There are three EIS submissions that make up that part of the project. C2K is one of those. We are not handing the reins to Regionerate Rail right now, and we are not letting them deliver this project alone. ARTC are responsible for getting the EIS across the line. We are working with Regionerate Rail as we negotiate their contract and finalise the EIS. - DPM - we are also undertaking the EIS, that's ongoing. We will work with Regionerate Rail to incorporate their knowledge, their commitments and the innovation they have proposed for the project into our EIS. The revised EIS will require a second round of public consultation which we expect to be in 2023. We are working with Regionerate Rail at the moment to update each EIS submission. - RK - When are we going to hear from Regionerate Rail, to know what their plans are, what they have proposed to you? - DPM - We are in that ramp-up phase with Regionerate Rail at the moment. We will be introducing them to the public and to the CCC. I can't give you an exact date but we are working through that plan at the moment. The discussions around any design changes or constructability or methodology, will be discussed jointly. - DPM - We have had two interactive sessions recently. The surface water, hydrology, flooding and groundwater was at Harrisville in late March. Then flora and fauna, sustainability and offsets was held last week. We had over 20 people in the room for each of those. Not many attended online for the first session but we had a few people online for the second one. Again, I will just reiterate: these are extra sessions. - DPM - We have social performance and business opportunities coming up in a couple of weeks, and we will clarify what that means. And then noise and vibration as well. - DPM - The traffic and level crossings workshop was planned for late May. Traffic and level crossings is one of those really hot topics for any rail project and it is for Inland Rail. We are looking to push that session back. Regionerate Rail have just come on board with our team. We have been working with councils for a very long time; and we are also working with Regionerate Rail. We are trying to improve what those level crossings look like and what those road/rail interfaces look like; based on the feedback we have received from stakeholders throughout the EIS development and consultation. I am hopeful that we can talk about some outcomes of those discussions by delaying this workshop slightly and not wasting people's time by doing this too early. - DPM - I am going to run through some of the companies that are involved in Regionerate Rail. In terms of the main design and construct, we have GS Engineering. They are a large company based out at South Korea; WeBuild, you might have heard of Salini before which what they were previous named. They have built some big infrastructure projects in Australia previously. Clough, which is an Australian based company. It's good to see some strong Australian companies are going to be doing a lot of the work, as the companies that sit underneath the major players include BMD, Bielby and Martinus Rail.
<p>10</p>	<p>General business Engagement update</p>

	<ul style="list-style-type: none"> - KH - Round One 2022 – Peak Crossing State School, Ipswich State School and Ipswich Table Tennis Association. One was for STEM-related activities. And one was also around chaplaincy and children's wellbeing and also a table tennis association - KH Sponsorships and Donations – next round opens 1 May, closes 31 July 2022 - KB - Thursday, 21 July or a week later, Thursday, 28th. Can I put those two dates out to you and if you can let me know what suits you best? - KH - we would like to arrange some cultural awareness training for CCC members, ideally just before the next meeting. We really encourage members to participate in that because it will cover things like storylines, customs, boundaries, birthing grounds, waterways, mountains and some general overview of local/Indigenous culture. We will arrange that if members could ideally be available an hour before the next meeting. - RK - I have got seven questions here which I am going to just give to KH or DPM, which I would like answers to and perhaps recorded for the minutes of the meeting. It's all about the koala management plan and what it entails. - KB - May I suggest then that that becomes an agenda item, based around your questions for the next meeting? - KH - Yes.
11	<p>Observers' Questions</p> <ul style="list-style-type: none"> - Observer - I would like to know how many of the staff were part of the staff in 2009/10? - DPM - at that time, the southern freight rail corridor was a Queensland Government initiative; not ARTC Inland Rail - So would probably say "none". - Observer - I have been going through this since 2009; and it doesn't seem to go anywhere. Where did you go to look at the flooding? Did you look at the flooding of Warrill Creek? - KH - we went to a number of properties at Peak Crossing, and also in the Calvert area. We would welcome any photos you may be able to provide of flooding in your area. - KB - Can I get a body of people from Inland Rail to meet with you? It may be after the flood event has occurred but if you have any photos available? I think this is a conversation that needs to be undertaken with some experts. DPM –I will come and have a chat with you after the meeting (to the observer).

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Presentation at the next SRICCC meeting re land parcel information	ARTC	Next CCC meeting
2	Provide a summary of the mental health presentation to SRICCC members	ARTC (MJ)	Next CCC meeting
3	Share the K2ARB Public Health Network information with SRICCC members	ARTC (MJ)	ASAP
4	Re-visit promotional messaging for the C2K EIS interactive workshop – Social Performance and Business Opportunities to clarify what Social Performance includes eg in e-DM and online materials.	ARTC	13/05/2022 CLOSED
5	Provide more information regarding what the 5% enhancement of ecological values means for the C2K project.	ARTC (JF)	Next CCC meeting

6	Undertake a koala management plan meeting with SRICCC/community member input	ARTC	Next CCC meeting
7	Undertake a follow-up online ecology meeting	ARTC	Next CCC meeting

Next meeting

4 August, 5.30 – 8pm