

Meeting minutes

Southern Darling Downs Consultative Committee Meeting

Date / Time

30 November 2022
6.00pm to 8pm

Location

Millmerran Cultural and Community Centre,
43 Walpole Street, Millmerran

Facilitators

Graham Clapham, Southern
Darling Downs CCC (GC)

Minute taker

Mieke Koorts

Distribution

All

Attendees (Show organisation if not ARTC)

Southern Darling Downs Committee

- ▶ Mr Robert Barrett (RB)
- ▶ Ms Maria Oliver (MO)
- ▶ Ms Georgina Krieg (GK)
- ▶ Mr Justin Saunders (JS)
- ▶ Mr Kev Loveday (KL)
- ▶ Ms Rosalie Millar (RM)
- ▶ Mr Robert Webb (RW)

Apologies (Show organisation if not ARTC)

- ▶ Mr Rick McDougall (RM)
- ▶ Mr Jeffrey Chandler (JC)
- ▶ Mr James Lister (JL)
- ▶ Ms Dianne Loughlan (DL)
- ▶ Mr Andrew McCartney (AMc)

Guests (Show organisation if not ARTC)

- ▶ Mr Warren Crowther, Program Manager BHQ

ARTC Inland Rail

- ▶ Mr Ed Matthews – Delivery Director Northern
- ▶ Mr David Isbister – Senior Project Manager
- ▶ Ms Majella Doyle – Manager Stakeholder Engagement B2G & K2ARB
- ▶ Ms Naomi Tonscheck – Stakeholder Engagement Manager Central
- ▶ Mr Andrew Roberts – Design Manager
- ▶ Ms Phoebe Moore – EIS Lead
- ▶ Dr Vanessa Gorecki – Program Environment Senior Advisor - Ecology
- ▶ Ms Myf Jagger – Social Performance Principal
- ▶ Ms Amy Stewart - Social Performance Advisor
- ▶ Mr Brian Sexton – Senior Hydrologist – SAJV
- ▶ Mr Andrew Dean – Program Manager Rail
- ▶ Mr Ben Lippett – Program Environment Lead
- ▶ Mr Scott Cobine - Stakeholder Engagement Lead
- ▶ Ms Katie Unipan - Stakeholder Engagement Lead
- ▶ Ms Mieke Koorts – Stakeholder Engagement Advisor
- ▶ Ms Kerry Millard– Stakeholder Engagement Advisor

Members of the public

One member of the public was in attendance.

Discussions

NO.	ACTIONS														
1	<p>WELCOME, INTRODUCTIONS AND CONFLICTS OF INTEREST</p> <ul style="list-style-type: none"> ▶ JS delivered an acknowledgement of Country. ▶ GC welcomed the committee and thanked committee members, guests and observers for their attendance. ▶ GC explained that during the meeting, committee members can ask questions throughout the proceedings whilst observers can ask questions at the end of the meeting. ▶ GC stated that the Committee membership is up for review. The initial Committee membership was extended for 12 months or until the approval of the project, whichever came first. This process will be like last time where expressions of interest will be made to see if people are willing to continue as a Committee member and whether we need to get advertise for other committee members. ▶ GC noted that a bus tour to Moree is being considered, which is likely to take place in January 2023; however, more work is being done on the tour logistics. The aim of the tour is to view Inland Rail construction sites. ▶ GC stated that the minutes from the previous meeting had been circulated to the Committee and were available on the Inland Rail website. ▶ GC asked if there were any conflict of interests that need to be declared to the Committee. ▶ GC declared a conflict of interest with regards to a current land access agreement. 														
2	<p>ACTIONS ARISING FROM PREVIOUS MEETINGS</p> <ul style="list-style-type: none"> ▶ The Chair noted the actions from the previous minutes and provided the following responses: <table border="1" data-bbox="300 1198 1385 2018"> <tbody> <tr> <td data-bbox="300 1198 719 1317">Koala Scats, if DNA testing would be delayed because of recent wet weather conditions</td> <td data-bbox="719 1198 1385 1317">Rainfall events during the time of investigations did not impact the ability to find scats.</td> </tr> <tr> <td data-bbox="300 1317 719 1417">Progress update about the 13 projects across the alignment</td> <td data-bbox="719 1317 1385 1417">Update was sent via email, and we will continue to provide updates when available.</td> </tr> <tr> <td data-bbox="300 1417 719 1518">The type of lime that was used to stabilise the Gore Highway previously</td> <td data-bbox="719 1417 1385 1518">TMR confirmed that they do not have information available on lime stabilisation undertaken on the Gore Highway 40 years ago.</td> </tr> <tr> <td data-bbox="300 1518 719 1608">Where will the lime be sourced from</td> <td data-bbox="719 1518 1385 1608">Lime will be sourced from Gladstone due to local shortages.</td> </tr> <tr> <td data-bbox="300 1608 719 1697">Acronyms be explained in future presentations</td> <td data-bbox="719 1608 1385 1697">Noted and adopted.</td> </tr> <tr> <td data-bbox="300 1697 719 1921">ICN works and funding transparency</td> <td data-bbox="719 1697 1385 1921">Registration on ICN is free of cost to anyone. Any fees associated with the ICN does not impact on a business's ability to tender for Inland Rail work. It is up to the business to decide if they would like to take up a fee starting from \$160 per annum. Inland Rail is happy to present on the ICN Gateway requirements.</td> </tr> <tr> <td data-bbox="300 1921 719 2018">ARTC to confirm whether the vibrations from construction and operation of the 6.2km</td> <td data-bbox="719 1921 1385 2018">Given the design and construction changes for the project, this is currently being reassessed. ARTC has consulted with representatives of the hospital about</td> </tr> </tbody> </table>	Koala Scats, if DNA testing would be delayed because of recent wet weather conditions	Rainfall events during the time of investigations did not impact the ability to find scats.	Progress update about the 13 projects across the alignment	Update was sent via email, and we will continue to provide updates when available.	The type of lime that was used to stabilise the Gore Highway previously	TMR confirmed that they do not have information available on lime stabilisation undertaken on the Gore Highway 40 years ago.	Where will the lime be sourced from	Lime will be sourced from Gladstone due to local shortages.	Acronyms be explained in future presentations	Noted and adopted.	ICN works and funding transparency	Registration on ICN is free of cost to anyone. Any fees associated with the ICN does not impact on a business's ability to tender for Inland Rail work. It is up to the business to decide if they would like to take up a fee starting from \$160 per annum. Inland Rail is happy to present on the ICN Gateway requirements.	ARTC to confirm whether the vibrations from construction and operation of the 6.2km	Given the design and construction changes for the project, this is currently being reassessed. ARTC has consulted with representatives of the hospital about
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<p>3</p>	<p>DEPARTMENT OF INFRASTRUCTURE UPDATE <i>Presentation slide 3</i></p> <ul style="list-style-type: none"> ▶ GC advised there were no representatives from the Department of Infrastructure at this meeting. ▶ GC advised that Dianne Loughlan is an apology. ▶ GC confirmed that the program update was the message from Dr Kerry Short about the Inland Rail Review. 		
<p>4</p>	<p>PROGRAM UPDATE <i>David Isbister (DI), Senior Project Manager</i> <i>Presentation slides 6 – 15</i></p> <p><i>Slide 6</i></p> <ul style="list-style-type: none"> ▶ DI introduced himself to attendees and advised that he is standing in for Rob Smith. ▶ DI advised that he will provide updates for projects in NSW and Victoria. ▶ DI noted an important milestone for the Inland Rail project, which was the completion of the Narrabri to North Star section where between South Moree to Narrabri – Inland Rail ran its first train on the 26th of November 2022. ▶ DI advised that there was 61 kilometres of new track, 76 new culvert crossings to bridge structures. There was placement of capping and ballast material, as well as track and numerous level crossings. ▶ DI noted the economic benefit provided as part of this section of the project. <p><i>Slide 7</i></p> <ul style="list-style-type: none"> ▶ DI provided an update on construction activities in NSW: <ul style="list-style-type: none"> ▶ North Camurra and North Star <ul style="list-style-type: none"> – Level crossing works are continuing, including installation of sleepers, rail and ballast, tamping and rail destressing, signalling and commissioning works, fencing and landscaping. ▶ Narrabri to South Moree <ul style="list-style-type: none"> – Works are completed and this section is now operational. <p><i>Slide 8</i></p> <ul style="list-style-type: none"> ▶ DI pointed out some key statistics about community benefits in relation to the Narrabri to North Start project. <p><i>Slide 9</i></p> <ul style="list-style-type: none"> ▶ DI provided an update about Narwonah Materials Distribution Centre early works. ▶ DI advised the purpose of the facility is to store a large number of materials that will enable the efficient construction of the rail track on top of the alignment. Some include concrete sleepers of about 675 thousand, 45,000 tonnes of new rail and 500,000 tonnes of ballast. <p><i>Slide 10</i></p> <ul style="list-style-type: none"> ▶ DI continued to provide an update of works in Victoria. 		

- ▶ DI advised with environmental approvals in place, ARTC has engaged McConnell Dowell to start construction on the first Inland Rail site in Victoria, awarding a major contract valued at approximately \$200 million.
- ▶ DI advised with a civil works contractor appointed, Inland Rail's construction is set to deliver vital local stimulus and support hundreds of jobs for Victorians.
- ▶ DI noted the contract is expected to support work for more than 170 people directly employed with McConnell Dowell over the life of the project.

Slide 12

- ▶ DI proceeded to provide an update on works in QLD (B2G).
- ▶ DI stated the B2G project is still in the approval phase and progressing towards resubmitting the Revised draft EIS to the Office of the Coordinator General early 2023. The project is looking toward to achieving approval later in 2023 or early 2024.
- ▶ DI stated the EIS resubmission to the OCG involves development of a full revised draft EIS has been a significant body of works. PM and VG will talk more in more detail about the EIS later in the presentation.

Slide 13

- ▶ DI noted Inland Rail has a Collaborative Framework Agreement with BHQ Joint Venture, who are the preferred proponent for the North Civil Works Program between Whetstone and Gowrie and Freight Connect south of Whetstone to the Border. Bringing the detailed designers and constructors onboard early allows us to support the Civil constructor with their preliminary design and early investigations in a collaborative manner in readiness for approval.
- ▶ DI stated while appointing preferred contractors prior to receiving planning approvals is common practice, major construction will not start until we have received the statutory approval. WC from BHQ JV is here tonight to provide details around their initial investigation activities.

Slide 14

- ▶ DI described the procurement packages, broken down in the Border to Gowrie Project under that Collaborative Framework Agreement for procurement.
- ▶ The proposed procurement sequencing is:
 - ▶ Millmerran to Yarranlea (N2)
 - ▶ Yarranlea to Gowrie (N3)
 - ▶ Canning Creek to Millmerran (N1)
 - ▶ Whetstone to Canning Creek (N4).
- ▶ DI encouraged attendees, when talking to suppliers, to let them know these packages will be released over the next 12 months with Millmerran to Yarranlea first cab off the rank.

Slide 15

- ▶ DI noted Inland Rail will continue to have contractors out in the field gathering information to inform detail design. During any investigations, bespoke agreements are in place with landowners or key stakeholders to access their properties.
- ▶ DI mentioned investigations occurring now include:
 - ▶ Geotech investigations
 - ▶ Feature surveys
 - ▶ Bathymetric surveys
 - ▶ USQ ecology / koala surveys
 - ▶ Water quality surveys
 - ▶ Ongoing groundwater monitoring
 - ▶ Air quality/ noise monitoring to be initiated or ongoing in the field.
- ▶ DI advised that the community would see Inland Rail or subcontractors out on site in branded vehicles and will be notified about what's happening where and when through Project updates.

Questions from the Committee

	<ul style="list-style-type: none">▶ GK: Why do we have a separate contractor for such a small section (NS2B)?<ul style="list-style-type: none">– AR advised the NS2B portion that runs into NSW is a much smaller project in relation to the scale of B2G. AR advised the boundary of the NS2B project is to Whetstone so it's a more even split. AR advised the Central program extends into NSW territory.▶ KL: Why is the numbering of the packages not in sequential order?<ul style="list-style-type: none">– AR explained the alignment is split into packages of priority.▶ JS wanted to highlight the importance of the series of surveys undertaken, especially Cultural Heritage surveys. JS wants to note that Cultural Heritage surveys are just as important as any other survey.▶ KL: What is a bathymetric survey?<ul style="list-style-type: none">– DI advised that it is a survey of the riverbeds, the survey is undertaken with remote control devices to scan the riverbeds.▶ MO: Which property on Heckendorf Road will the noise and air quality monitoring be undertaken from?<ul style="list-style-type: none">– DI advised it will be an ARTC owned property.▶ KL: We have three major rivers to cross and understands they need to be bridged, which is a major element of the project – when will we start on B2G?<ul style="list-style-type: none">– DI advised it depends on project approvals. DI noted there's a timeframe associated with a start date, and it depends how much design we might be able to do in parallel with the lead up to the primary approval.– DI advised we also need to consider the procurement lead times for material and that this is all part of the planning and preparation that needs to occur between now and the EIS approval. DI noted that we cannot give a specific time at this moment.▶ GK: Regarding completed Moree to Narrabri section – is there any local data available on the culverts installed and how the recent floods may have affected these?<ul style="list-style-type: none">– NT advised investigations are taking place at the moment, and we need to compare impacts to modelling undertaken to understand and verify the data.– NT noted from a structural perspective of the alignment, we're really pleased with how it performed. NT further advised it was in areas up to a one in 200-year flood event.– NT explained, as part of any major flood that affects our alignment, and this will be very similar to what happens in the Condamine floodplain as well, we need to undertake remodelling and verify what was initially predicted would occur in that flood event and there is additional time involved with this assessment.– NT confirmed we are currently working on that assessment, and we recognise its importance to the project.
<p>6</p>	<p>STAKEHOLDER ENGAGEMENT UPDATE <i>Majella Doyle (MD), Manager Stakeholder Engagement Northern</i> Slide 16 – 20</p> <ul style="list-style-type: none">▶ MD introduced herself to the Committee and attendees.▶ MD noted she aims to offer support to landholders and stakeholders and to be part of the community by listening to and addressing community concerns and providing opportunities for individual conversations. <p><i>Slide 17</i></p> <ul style="list-style-type: none">▶ MD provided an update on who is in the B2G (Northern) Stakeholder Engagement team:<ul style="list-style-type: none">▶ Katie Unipan, Stakeholder Engagement Lead (N3 and N2 Northern Works packages)▶ Belinda Scott-Toms, Stakeholder Engagement Advisor (N3 Northern Works package)▶ Clare Siddons, Stakeholder Engagement Advisor (N2 Northern Works package)▶ Scott Cobine, Stakeholder Engagement Lead (N1 and N4 Northern Works packages)

- ▶ Mieke Koorts, Stakeholder Engagement Advisor (N4 Northern Works package)
 - ▶ Kerry Millard, Stakeholder Engagement Advisor (N1 Northern Works package)
 - ▶ MD stated that given the length of the alignment, and to deliver on our commitment to being more engaged with you, we've divided the Northern Program from Whetstone to Gowrie to align with how Inland Rail is planning to construct this section of the Project.
- Slide 20*
- ▶ MD advised the Toowoomba office is open from Monday to Friday; however, as this is not always convenient for everyone to travel to. Since the last CCC, the team has increased its engagement from Whetstone to Gowrie, with the team hosting 13 drop-in information stands with three more planned for between now and mid-December.
 - ▶ MD noted during the drop-in sessions, numerous conversations were undertaken, with the main topics raised by the community on:
 - ▶ construction on the Condamine floodplain
 - ▶ the entire alignment or route
 - ▶ project timeframes
 - ▶ the potential increase in housing affordability and availability because of construction of Inland Rail
 - ▶ locations where we will build our workers' accommodation camps
 - ▶ how we will be managing our road/rail interfaces to ensure your safety
 - ▶ and what business opportunities will be available.
 - ▶ MD stated that while a lot of these topics are yet to be addressed in detail, a lot of this information will be raised and discussed in tonight's presentation. If not, we will be covering off on these topics next year at our community information sessions, your CCCs, and in our e-Newsletters.
 - ▶ MD noted that during 2023, the engagement team will be available along the alignment nearly every week from February through to mid-December bringing the Project to the community.
 - ▶ MD advised the engagement and EIS team will be working closely together to ensure the community is aware of what's happening when and where and responding to your questions right up to and during the public exhibition of the revised draft EIS, and beyond.
 - ▶ MD made the commitment to continue engagement with local businesses and First Nations people, and the team will be available at drop-in information stands, quarterly IDD and SDD CCCs.
 - ▶ In addition, we will bring our team of experts to you at our community information sessions so you can ask questions in more detail about topics, such as how we will manage and protect our flora and fauna and the environment, the impact of noise and flooding, and our plans to ensure your safety at road/rail intersections to name only a few.
 - ▶ MD noted the team was also looking forward to becoming a part of the fabric of each community along the alignment by attending and supporting local shows and events.
 - ▶ MD commented that further to our community engagement activities, we will also continue to work with landowners one-on-one about mitigating any impacts that may affect their property. If a landowner has a concern, please let them know we are available to meet with them. If there are any legacy issues still outstanding, I want to hear about them so we can work together on a potential resolution.
 - ▶ To keep in touch with the engagement team's whereabouts, MD suggested to the meeting that community members keep an eye out for print ads in local papers, visit the Inland Rail website, send us an email, phone us on our 1800 number or drop by our office in Toowoomba.
 - ▶ MD said Project business cards were available on the registration table.
 - ▶ MD encouraged the Committee to provide the engagement team with feedback on ways in which we can improve our engagement and ensure that we address your concerns.
 - ▶ MD thanked attendees for the opportunity to speak at the meeting.

Questions from the Committee

- ▶ MO: Regarding local print ads, have we been utilising local newsletters to inform the community about local events?
 - ▶ MD advised we do and will continue to do so.
- ▶ JS: Where can we find documentation about feedback on key themes that come from consultation sessions with stakeholders, and will something like that be available to the public?
 - ▶ Myf Jagger (MJ) clarified if the consultation referred to was in relation to drop-in sessions about EIS accommodation options. JS confirmed.
 - ▶ MJ advised that she understands feedback is provided through CCC's; however, the team is happy to have a conversation about feedback loops and how we can keep everyone well informed.
- ▶ JS: With regards to impacts, what is the stakeholder engagement process with Traditional Owners in relation to Native Title impacts and environmental impacts? JS noted that it is important to the community how we manage that effectively. JS requested the Stakeholder Engagement's Team's response.
 - ▶ MD referred the question to MJ (Social Performance)
 - ▶ MJ clarified that Social Performance doesn't lead Native Title engagement; however, does support it.
 - ▶ MJ explained the team provides support in the engagement process with First Nations communities and also recognises Traditional Owners in that same context. In terms of the engagement program, we are looking to have an initial conversation with Bigambul Native Title Aboriginal Corporation (BNTAC) early in the new year to talk through Native Title and impacts relating to the B2G project.
 - ▶ MJ advised we're also taking that same approach with Traditional Owners across the alignment to have that initial engagement in early 2023 or at the appropriate time as part of their EIS processes.
 - ▶ MJ noted we can pick up the conversation in early 2023 and discussions will include representatives from the project team, including the property team around how we engage in this area.
- ▶ JS noted that when we talk about Native Title impacts, there were also concerns raised by Traditional Owners with regards to compulsory acquisition and Native Title suppression and wants this to be part of the discussion as a key element.
- ▶ JS noted that engagement comes through the Indigenous Participation and Social Performance aspect, but also overlaps with Stakeholder Engagement – it's important to integrate these streams effectively to create a better outcome.

7 SOCIAL PERFORMANCE UPDATE

Myf Jagger, Social Performance Principal

Slides 21 - 24

- ▶ MJ introduced herself to the Committee and thanked KU for presenting on behalf of Social Performance at the previous IDDC meeting.
- Slide 22*
- ▶ MJ advised ARTC was focused and committed to boosting participation of locals and First Nations people on the Inland Rail project. We're doing that by getting in early to build strong relationships. One of those key partnerships that we have established is with the BNTAC. We have a statement of commitment with them, and we work with them regularly on exploring opportunities for employment, skills training and business development as well as social investment and other partnership initiatives.
 - ▶ MJ stated Inland Rail has a number of partnerships to support Social Performance outcomes through the Inland Rail Skills Academy. This includes the formalised Partnership with the Clontarf Foundation– supporting First Nations boys and young men within 13 Clontarf

Academies across the alignment, five academies in QLD, engaging with senior students and alumni on opportunities and pathways to employment with Inland Rail.

- ▶ MJ noted recent events have included:
 - ▶ a virtual reality interactive engagement stall at Toowoomba's employment forum in July 2022
 - ▶ support from the Northern Project Delivery Director Ed Matthews in the combined Toowoomba Academies awards night in November
 - ▶ a combined event for NSW/QLD Clontarf Academies in Moree – Starting the Yarn, which was also supported by the Goanna Academies' Greg Inglis - approximately 200 attendees, with engagement focused on supports available for mental health, and youth mental health.

Slide 23

- ▶ MJ provided an update on the Sponsorship and Donations Program:
- ▶ Since our last update, we have overseen the Sponsorship and Donations Rounds 14 and 15, with nine community projects supported in the B2G project area. Round 16 is currently open until January 2023, and we encourage CCC members to remind their community networks that this support is available and to encourage applications.
- ▶ Nine projects were supported within the B2G project area since July 2022:
 - ▶ Goondiwindi Kindergarten, Soft Fall for Play Area
 - ▶ Goondiwindi & District Campdraft Association, 2.4m Hydraulic Arena Drag
 - ▶ Millmerran State School Inland Rail Equipment Project
 - ▶ Pittsworth Leagues Club Inc, Sprint Racing Event and Arthur Postle Gift Race
 - ▶ Southbrook Hall Association, Hall window furnishings
 - ▶ Toowoomba, The Child Writes Fund, First Nations Art and Literacy Workshops
 - ▶ Toowoomba, Koori Ko Rugby League Carnival NSW
 - ▶ Toowoomba, Life Flight Foundation, Pilot equipment
 - ▶ Darling Downs Historical Railway Society Ltd, Air Con for meeting / training facilities

Slide 24

- ▶ MJ continued that as part of the Inland Rail Skills Academy commitment to business and workforce capability development, we have also recently run a series of local area workshops for businesses that focused on:
 - ▶ Workforce capability development: raising awareness and connecting businesses to supports and programs that will help grow their workforce. We hosted events across the QLD alignment, kicking off within the B2G Project Area in March, and again in September. Attendance ranged from approx. 20-60 business participants, with the strongest participation rates in Goondiwindi in March.
 - ▶ Business capability development: supporting businesses to "Be Visible" to Inland Rail and our contractors, through the creation of an ICN Gateway profile and Business Capability Statement. Sessions were primarily targeted to local area engagement within the B2G Project Area and extended across the QLD alignment. Attendance varied from less than five businesses, to up to 20 businesses. Sessions also included dedicated First Nations engagement sessions.

Questions from the Committee

- ▶ MO wants to talk about construction camps locations and if it has been decided.
 - ▶ MJ advised that locations have not been confirmed yet.
 - ▶ MJ advised that there will be three camp locations for the B2G project, and a camp in Millmerran is being investigated.
 - ▶ PM advised that this can be further discussed during the EIS presentation.
- ▶ JS clarified the point made regarding the Statement of Commitment – BNTAC approached Inland Rail as an opportunity to look outside the scope of the Cultural Heritage Management plan, which was very limiting around Aboriginal economic development and prosperity.
- ▶ JS clearly clarified that it was in-fact BNTAC who developed the Statement of Commitment.

8

ENVIRONMENTAL IMPACT STATEMENT (EIS) UPDATE

Phoebe Moore (PM), Senior Environmental Advisor

Slides 25 - 28

- ▶ PM thanked the Chair and Committee for the opportunity to update on the status of the EIS and approvals.
- ▶ PM noted she understands the community is keen to see the next provision of the EIS and we'd like to keep you as informed as possible as we work through the substantial body of work the regulators are expecting to see in the EIS to meet our approval obligations.

Slide 26

- ▶ PM provided the following major milestones:
 - ▶ Currently in EIS chapter development
 - ▶ EIS resubmission on-track for end March 2023
 - ▶ OCG and Agency Adequacy review
 - ▶ Public exhibition period (starting June 23) – this is when EIS will be available for display.
 - ▶ The CG will decide how long the public display period is. Our role is to support the community to opportunity is provided to consider EIS in all its detail and provide feedback.
 - ▶ EIS and Federal Approval of early 2024. Project conditions of approval (CG's Evaluation Report). The recommendations and conditions which form the legal basis for the project required to start construction activities.
- ▶ PM stated one of the pieces of feedback we have taken on board from the first round of public exhibition is that additional detail was needed in the EIS.
- ▶ The regulator and community feedback were clear – less high level and more site-specific detail.
- ▶ PM noted we have been working hard towards this goal, to ensure the revised draft EIS is fit for purpose and meets the community and regulator expectations.

Slide 27

- ▶ PM advised surveys has been completed across all technical areas and on-going monitoring programs have been finalised. Data analysis and modelling has been and continues to be undertaken.
- ▶ One of the side effects of doing so much detailed work is that we end of with a large document.
- ▶ PM advised there will be no need for readers to cross reference the January 21 document. The revised draft EIS will replace, in full, the draft EIS and all relevant content will be carried over as a complete replacement source of information.
- ▶ PM advised we will also be producing the Summary of Findings again, which we are aware was a useful source of information.

Slide 28

- ▶ PM explained some notable key changes to the EIS:
 - ▶ Design optimisation and improvements undertaken in response to stakeholder engagement feedback, for example, locations of road-rail crossings, laydowns relocated where there's less impact, some efficiencies have been adopted in the design to reduce earthworks, the realignment around an existing commercial operation (MAA) etc.
 - ▶ Online portal for the Hydrological mapping. A combination of paper maps and a publicly available web-based mapping program will be adopted.
 - ▶ Response to submissions to the draft EIS: these will be tabulated in the OCGs supplied format and provided as standalone appendix in revised draft EIS. However, noting that a submitter's details cannot be provided in that document as per the OCGs direction and privacy considerations.
 - ▶ Generally, a lot more site-specific baseline information across other areas of the EIS.

- ▶ PM advised the revised draft EIS will have clarity around the footprints for the workers camp locations. It will include the two confirmed camp locations, one at Yelarbon, one at Inglewood and the third one which was initially planned in the Millmerran area at Turallin.
- ▶ PM advised that the contractor undertook a feasibility assessment of the Turallin site and determined that it was not feasible in terms of the distance from the alignment, and therefore has been repurposed.
- ▶ PM noted it will still be incorporated in the EIS footprints and approval will be sought via the EIS for that footprint allowance. However, it will be repurposed for a via-mutual agreement for some other purpose to be determined.
- ▶ PM advised ARTC will identify a more suitable location for the third workers camp that will be closer to the alignment, and this action currently sits with the contractor.

Questions from the Committee

- ▶ MO: Can you please provide more information about the Materials Distribution Centre?
 - ▶ PM advised that it is in the agenda further on and BL will speak to this.
 - ▶ PM advised that it will ultimately be a construction facility to enable efficient construction e.g. sleepers, welding etc.
- ▶ KL asked about the response to submissions and if it will occur with the revised draft EIS.
 - ▶ PM advised we had the draft EIS, which was in January 2021 and in response to that draft EIS, we went through the public exhibition phase and the OCG received submissions to that EIS. These submissions, several hundred of them, have been considered and ARTC have formulated responses to every issue that was flagged to all those submissions. There will be an additional opportunity to provide submissions to the revised draft EIS.

9

ECOLOGGY UPDATE

Dr Vanessa Gorecki, Senior Advisor – Ecology

Slides 29 – 31

- ▶ VG introduced herself and explained she is responsible for coordinating the ecology components on various QLD projects.

Slide 30

- ▶ VG noted an Ecology Workshop will be held on 18 January 2023, and anyone interested in attending should contact the Stakeholder Engagement Team, who can also provide further information.
- ▶ VG noted the Workshop is an opportunity to discuss ecology updates and is an opportunity for feedback.
- ▶ VG stated the agenda includes a summary of our surveying efforts and survey findings, approaches to impact assessment, mitigation measures including the draft koala management plan, the draft fauna management plan, and the preliminary fauna connectivity plan.
- ▶ VG explained that in terms of the EIS, a range of ecological surveys have been completed.
- ▶ VG further explained, findings from these surveys are being incorporated into revised ecology chapters, being the flora and fauna chapter and the matters of national environmental significance chapter. Of note is the discovery of the Brigalow Woodland Snail at several sites around the Condamine River, which expands the known range for this species and contributes further habitat information to our understanding of a cryptic species.
- ▶ VG stated the Koala Management Plan (KMP) includes how koalas will be managed during the approvals, design, construction, and operation phases of the B2G Project. VG noted to contact the engagement team if you would like them to post hard copy/pdf of KMP.
- ▶ VG explained the Fauna Management Plan as how MNES and MSES will be managed during all project phases.
- ▶ VG explained the Preliminary Fauna Connectivity Plan as an approach to addressing landscape connectivity for fauna and demonstrating how permeability is retained through

	<p>design. This plan uses species distribution modelling to identify where different functional guilds move in the landscape, and what design options are required to facilitate movement.</p> <ul style="list-style-type: none"> ▶ VG noted an outline of the Environmental Offset Delivery Strategy, including recently purchased properties and existing properties owned by ARTC where an uplift may be achieved. ▶ VG announced a meeting is being held later this week with Goondiwindi Regional Council to discuss the wild dog fence where it is adjacent to the proposed rail corridor. We're discussing fauna movement and connectivity along this section, to ensure we can meet our requirements to facilitate fauna passage. We'll be talking about some of the design options we're considering along this section, including the provision of regular koala crossings so koalas can continue dispersing in this landscape. <p><i>Slide 31</i></p> <ul style="list-style-type: none"> ▶ VG advised the koala genetics field work has recently been completed and lab work has commenced. Results on population genetics and gene flow are expected early 2023 and results on diet analysis are expected mid-2023. ▶ VG announced Inland Rail will be working in partnership with USQ, focussing on two ecology packages, one on understanding fine-scale koala movement and diet preference within the B2G landscape, and the other on reptile conservation ecology for a suite of reptiles associated with the Brigalow Belt. ▶ VG concluded that we've updated our landscape design specification to make it easier for contractors to identify which native species have been growing in each of the project areas. ▶ To prepare this document, we summarised all the flora lists from ecological surveys across all the projects, did some research into availability of seed and tubestock, and engaged with a range of specialists to identify which flora species were most beneficial to fauna. The final product is a guideline that enables contractors to plan and cost for revegetation works, while also increasing the amount of resources available to fauna. <p>Questions from the Committee:</p> <ul style="list-style-type: none"> ▶ KL raised a question about the offset property purchased and where it is. <ul style="list-style-type: none"> ▶ VG noted it's currently with the offsets team; however, it's not within the forestry landscape. ▶ VG noted we have to demonstrate that the property meets environmental requirements, which it does. ▶ JS would like to make a statement to ensure that the Traditional ecological knowledge of Traditional Owners is captured within that landscape aspect of restoration, because we want to be able to retain for the community's enjoyment of not only our traditional ecological knowledge, but also the actual Cultural values and uses of that ecology system. It is important that we engage in this area.
10	<p>HYDROLOGY AND FLOOD IMPACT OBJECTIVES Brian Sexton (BS) Senior Hydrologist – SAJV (Technical Advisory Team for ARTC) Slides 32 – 43</p> <ul style="list-style-type: none"> ▶ BS introduced himself to the committee and attendees, and thanked them for the opportunity to present an overview of the flood modelling for the B2G project. <p><i>Slide 33</i></p> <ul style="list-style-type: none"> ▶ BS stated that in September, the Australian and Queensland governments released the Final Report of the Independent International Panel of Experts for Flood Studies of Inland Rail in Queensland (the Panel). ▶ BS explained the Panel's Report includes six recommendations to assist ARTC in its further design and delivery of the Inland Rail program, all of which ARTC will adopt ▶ BS stated the Report is the culmination of more than two years of detailed assessment, undertaken by the panel of five.

- ▶ BS noted the Panel's Final Report builds on their earlier draft reports and found that the flood models developed by ARTC are fit for purpose, in accordance with national guidelines and industry best practice, and account for the impacts of the reference design.
- ▶ The Final Report and further information about the panel, including the panel members, Terms of Reference and draft flood panel reports can be found on our website at www.inlandrail.gov.au.

Slide 34

- ▶ BS advised in reviewing the work by ARTC, including flood models, Reference Designs and responses to issues raised in the draft reports, in its Final Report the Panel notes the substantial amount of work undertaken by ARTC to address the comments and findings of the Panel's review process.
- ▶ BS explained the key findings of the Flood Panel Report are as follows:
 - ▶ ARTC has responded to all issues raised in the draft reports, which included providing additional information, undertaking additional work/flood modelling, committing to updates to the revised draft EIS, and committing to addressing certain issues at detailed design, as appropriate – the Panel noted the substantial work involved in achieving this
 - ▶ Flood models have been calibrated and validated in accordance with guidelines and industry standards.
 - ▶ Modelling of Reference Design meets industry standards and is in accordance with best practice.
 - ▶ Flood models confirmed as 'fit for purpose' for EIS and Detailed Design, subject to 6 recommendations the Panel made in their report.

Slide 35

- ▶ BS explained the recommendations that the Panel made in their Final report were to:
 - ▶ incorporate revised modelling results into the updated EIS and, where appropriate, address any outstanding comments at detailed design
 - ▶ establish appropriate information transfer processes to ensure retention of information/knowledge as the project moves forward
 - ▶ implement industry best practice verification procedures
 - ▶ adopt the updated/enhanced FIO's that the Panel have endorsed for use in the design of the infrastructure and mitigation of any impacts
 - ▶ consider the flooding in late 2021 and early 2022 as calibration or validation events
 - ▶ conduct a geomorphic risk assessment.

Slide 36

- ▶ BS stated important updates to the analysis as a direct result of Flood Panel Review process included:
 - ▶ further sensitivity testing to gauge model performance (and outcomes) against changes in inputs and assumed modelling parameters
 - ▶ refinement to certain models (e.g. the Condamine River flood model was extended by another 30km to Cecil Plains)
 - ▶ additional modelling verification was undertaken using the January 2021 flood event.
- ▶ BS stated modelling was carried out to demonstrate the effectiveness of proposed mitigation measures, using project-specific examples.

- ▶ BS stated a Geomorphology risk assessment was undertaken to identify the potential changes to channel and floodplain characteristics as a result of Inland Rail, including discussion of proposed mitigation measures where they may be necessary.
- ▶ BS advised that soil investigations were undertaken by qualified personnel to better understand and quantify soil properties along the Inland Rail alignment.
- ▶ BS advised that higher resolution (fine-grid) modelling was undertaken to better represent flow behaviour and velocity patterns at structure outlets, particularly at culverts. This is with a view to better understand erosion risk and establish mitigation measures where needed. .
- ▶ BS also advised that an extreme event risk assessment was carried out to identify risks that may be generated during extremely rare flood events – this applies to the rail line and its integrity, but most importantly, any subsequent risk to the community and receptors within adjacent floodplains. Mitigation strategies have been outlined and discussed in this regard, noting this will continue to be refined as the design progresses. .
- ▶ BS noted modelling of smaller catchments along the Inland Rail alignment (i.e. outside of the major rivers and creek systems) was undertaken in more detail, and will be presented in the revised draft EIS.
- ▶ BS stated that all of the aforementioned updates will be incorporated into the revised draft EIS documentation.
- ▶ ***What else you will see in the revised draft EIS***
- ▶ BS noted that updated flood maps can be expected as well as a table that identifies the potential exceedances – this will all be presented in line with the updated Flood Impact Objectives (FIO).
- ▶ Descriptions of the potential mitigation measure that will be considered during detailed design will also be included.
- ▶ BS explained that in the revised draft EIS there will be a section outlining how mitigation works, and what mitigation measures may be employed, along with general information on how it is applied/examples.
- ▶ Potential FIO exceedances are included in the revised draft EIS as it is based on the current reference design. However, the Reference Design has been modified and iterated to achieve a good level of mitigation, recognising that it will continue to be further refined into Detailed Design stage
- ▶ BS noted as the design matures, ARTC will have more site-specific data from testing, and investigations, which will inform design and mitigation options.
- ▶ BS explained flood mapping outputs (including local and regional catchments) will also be made available to the public and stakeholders via an online web-mapping portal for the revised draft EIS.

Slide 37

Flood Impact Objectives (FIOs)

- ▶ BS explained the FIOs act as targets that guide the hydraulic design of the rail infrastructure – they heavily influence the design and dictate cross-drainage capacity/sizing/configuration.
- ▶ They also then enable the compliance of the design to be assessed – it is a binary outcome – the design either complies or does not with the FIOs – where it doesn't is where design iteration/refinement comes in, along with mitigation where needed.
- ▶ BS stated through having these FIOs, they facilitate a clear process for checking design compliance – it is focused on measuring 'change'. This is a straightforward process – the existing flood conditions are first modelled, and results produced – then the design conditions (with the embankments, bridges, culverts, and all other infrastructure) are modelled, and

results produced. Those two sets of results are then compared to quantify what changes are attributable to the Inland Rail design, and whether it is within the FIO thresholds.

- ▶ BS advised this enables the identification of all FIO exceedances at affected landholder and stakeholder properties/assets (e.g. state or local roads in the context of a stakeholder).

Slide 38

FIO evolution on B2G project

- ▶ BS explained the Flood Panel provided commentary in their initial reports on the original EIS FIOs – the Panel deemed them deficient in certain aspects, principally relating to the lack of quantified limits on a number of key flood metrics (e.g. velocity) - instead the FIO related to minimisation of risk to 'low' levels. A low risk level implicitly has a degree of subjectivity to it – what may be low risk in one person's eyes, may not be low risk to a landholder for example.
- ▶ Hence, the Panel requested that the FIOs be enhanced to provide quantifiable limits for all flood metrics where possible – this resulted in much more rigorous, clear, and transparent FIOs being defined which ultimately benefits all parties, but particularly landholders and stakeholders.
- ▶ BS explained revised draft EIS utilises enhanced FIOs which have been subject to the review of the Independent Flood Panel, and refinement / adjustment at the Panel's request, where needed.
- ▶ BS advised the FIOs – which essentially are a permissible level of change – are stringent and considered best practice. They ensure that in terms of infrastructure, the Inland Rail project is being held to the highest standard.
- ▶ BS noted to his knowledge, he is not aware of major linear infrastructure in Australia outside of Inland Rail that has been subject to such stringent and thorough flood impact criteria.
- ▶ BS stated the Independent Flood Panel has endorsed the FIOs for use in the revised draft B2G EIS, following incorporation of their requested refinements/adjustments.

Slide 39

- ▶ BS explained the benefits of FIOs:
 - ▶ They provide clear and quantifiable design criteria across a range of flood magnitudes, which recognises that smaller, more frequent floods can be as important to landholders as larger, less frequent floods.
 - ▶ The FIOs are also transparent and do not involve any subjective determination of a flood metrics degree of change. This helps landowners and key stakeholders to understand exceedances more clearly.
 - ▶ The FIOs serve to protect the environment and to minimise changes in flood behaviour at property and other existing infrastructure – they are structured to recognise different sensitivities depending on the land use or building type, or type of infrastructure. The acceptable change thresholds, are set for each of these metrics based on:
 - ▶ land use categories such as high value productive agricultural land, grazing, forestry
 - ▶ development sensitivities such as houses, outbuildings, schools, businesses, hospitals
 - ▶ infrastructure such as sealed roads, unsealed roads, existing rail lines.
- ▶ BS stated they therefore set clear limits as to when further investigation and/or mitigation measures are required.
- ▶ BS stated in relation to further investigations, in detailed design all FIO exceedances will also be scrutinised to understand what potential impact they may carry – this could include, for example, soil or geomorphic investigations, further survey, consultation, etc.
- ▶ In that regard, an exceedance may not eventuate into an actual impact, pending further investigation. However, for the clarity and transparency towards affected landholders/stakeholders, all FIO exceedances are presented in the revised draft EIS.

- ▶ BS noted that any mitigation measures which affect any private property will be progressed through consultation with those landholders .
- ▶ All the above provides benefits to landholders, stakeholders, the community, and the project .
- ▶ BS stated the FIOs address flood metrics that include changes in peak water level, changes in flow velocity, changes in duration of inundation, changes in flood hazard, and changes in flow distribution.

Slide 40

BS explained the approach to engagement:

- ▶ One-on-one engagement with key stakeholders and landowners, both online and face-to-face.
- ▶ 96 additional landholders identified that were observed to experience appreciable FIO exceedances, many of whom are located within local catchments (which have been subject to strengthened, more detailed modelling as part of the revised draft EIS work).
- ▶ 42 one-on-one meetings (at venues across alignment or at a landowner's property) have been held to date, having commenced early October 2022, with landowners whose property has potential FIO exceedances. Each meeting was held with a hydrology specialist and one of the ARTC engagement team members, with landowners often being accompanied by family and friends or other support. They were generally productive and mutually beneficial conversations, with useful information and context passing both ways.
- ▶ BS advised this consultation will be ongoing as the design progresses.
- ▶ BS advised further engagement will be undertaken with the broader community prior to the revised draft EIS submission to the OCG in Q1-2 2023.
- ▶ BS explained key engagement outcomes included:
 - ▶ landowners are informed on FIOs are and where potential exceedances may affect their property, based on the project's reference design
 - ▶ landowners are aware their properties will be identified within the revised draft EIS as having an exceedance
 - ▶ identification of how property within the FIO exceedance area is used (e.g. cropping / grazing / recreation)
 - ▶ identification of sensitive infrastructure within the FIO exceedance mapping for noting in mitigation through detailed design
 - ▶ identification of future developments planned on landowners' properties that may impact the modelled flooding impacts
 - ▶ identification of any existing scour and erosion issues on the property
 - ▶ landowners informed on the next steps in management of FIO exceedances on their property.
- ▶ BS explained ARTC will continue to have meetings with landowners when it is convenient to them, especially given some are busy cropping or harvesting.
- ▶ BS advised ARTC also assured landowners that this was only the first conversation about hydrology impacts, and that Inland Rail is committed to working one-on-one with them to mitigate potential impacts on their property.

Slide 41

BS explained possible mitigations, and the mitigation philosophy as shown in the inverted pyramid – design out exceedances/impacts, where needed apply design treatments, and beyond that apply property-specific solutions in consultation with landholders/stakeholders. Through

construction and operations implement a monitoring plan to assess performance and identify and locations where corrective ARTC action is required.

Note also:

- ▶ A significant amount of mitigation has already been built into the reference design (e.g. appropriately-sized/-located bridges and culverts to maintain existing flow paths).
- ▶ In applying the revised FIOs, ARTC have now identified where there are remaining exceedances (based on the current reference design).
- ▶ All the identified flood exceedances will be worked through in the detailed design phase with the construction contractors to either eliminate or further reduce exceedances.
- ▶ Design treatments to reduce exceedances may include alternative cross drainage solutions, relocation, or reconfiguration of drainage structures and scour protection, etc.
- ▶ Further consultation will occur with affected landowners during detailed design about proposed mitigation options where any such works may extend beyond the rail corridor.
- ▶ We will continue to monitor potential flood impacts by establishing a baseline survey and through ongoing inspections and maintenance, and corrective action if required.
- ▶ Exceedances are based on theoretical flood models and every flood will be different; however, having modelled a very wide range of events, it is not expected that unforeseen and increased levels of impact would occur.
- ▶ The FIO exceedances within the revised draft EIS are based on our reference design and will continue to be refined through detailed design to further remove or reduce them .

Slide 42

BS explained the slides that displayed typical mitigation measures that may be employed where needed.

- ▶ BS explained ARTC is committed to ongoing consultation with landowners and stakeholders to meet their needs. This engagement will be ongoing over the coming years, and ARTC will work with landowners to achieve the best outcomes for their individual properties.

Slide 43

- ▶ BS stated ARTC Inland Rail will implement the Panel's recommendations into the revised draft EIS and future stages of design. The Panel's involvement has further strengthened the flood modelling and provided a high degree of quality assurance, including use of best practice modelling and fit for purpose flood models, ARTC's commitment to best practice verification in Detailed Design, use of the enhanced Panel-endorsed FIOs, and implementation of further testing verification
- ▶ BS also stated ARTC will continue working with landowners and councils to gather local flood event data and refine our modelling and detailed design.
- ▶ BS concluded with an acknowledgement that hydrology and flooding are key concerns for communities along the NSW/QLD Border to Gowrie alignment, and extensive consultation on the floodplain model development has taken place at each stage of the project.
- ▶ BS noted landowner and stakeholder input and consultation on existing flood conditions and potential impacts has been and will continue to be incorporated into the design of Inland Rail.
- ▶ BS reiterated ARTC will hold more consultation sessions as we progress through detailed design.
- ▶ BS reminded attendees ARTC have a new Flood Modelling hydrology fact sheet available for more information

Questions from the committee

- ▶ Justin asked if the modelling undertaken includes the Turallin Road down to Pine Creek.
 - ▶ BS advised we will take his question on notice and respond in due course.

11

BHQ UPDATE

Warren Crowther, Program Manager (BHQ)

Slides 44 - 55

- ▶ WC thanked the Chair and introduced himself as the Program Manager for BHQ.

Slide 45

- ▶ WC advised as previously requested, we have committed to provide information on what we are doing, when and why and we wanted to give you notice of our site investigations started this week and going through to April 2023.
- ▶ WC stated these investigations help us with informing our detailed design and construction methodology.
- ▶ WC explained the four types of surveys and investigations:
 1. Geotech investigations and surveys will be undertaken from 28 November to April 2023. Geotech investigation are required to inform our package offers and detailed design for civil works packages.
 2. Bathymetric and Hydrology Surveys are a detailed survey of existing flood channels. These are required as part of the secondary approvals and to ensure the timely commencement of each civil works package.
 3. Feature surveys are a detailed survey of site features including road and rail connections. These surveys are required to inform package offers and details design for each civil works package.
 4. Public Utility Plant Identification and location is a non-destructive process to identify existing utilities that may be impacted by works. This process is also required to inform detailed design for each civil works package.
- ▶ WC noted that so far there will be 231 investigations sites across 50 landowners' properties along the alignment with 136 of these investigations taking place on private land.
- ▶ WC confirmed our engagement team commenced contacting these landowners earlier this month to seek permission to access their land to undertake these vital investigations.

Slide 46

- ▶ WC noted the team are also meeting one on one with landowners as needed to walk them through what is involved in these investigations.
- ▶ WC stated landowners are provided a map showing the locations of where investigations will be undertaken on their property and provided with a factsheet outlining what is involved with each type of investigation. There are copies the fact sheets available tonight.
- ▶ WC noted that in addition to private Land Access, public land as well as state and local road reserves is required to undertake investigations.
- ▶ WC advised access for a variety of investigations will occur over a series of days and will include a surveyor attending site to make the location of investigations followed by the investigation teams.

Slide 47

- ▶ WC stated that land access is voluntary and at the discretion of the landowner, so they can deny access when we contact them to request access. However, we highly encourage landowners to work with us where possible around their on-property activities.
- ▶ WC noted that invasive investigations, such as Test Pits and Bore Holes will be rehabilitated by the contractor and the landowner will be asked to sign off on the remediation works, and if works are not up to landowner's requirements, the contractor will return to carry out further remediation.
- ▶ WC stated we will not be using Department of Transport and Main Roads powers to involuntary access a landowner's property during these investigations.
- ▶ WC noted investigations will start in Gowrie and work south.
- ▶ WC noted some works will also require an ecologist to attend site if desktop assessments have identified any environmental concerns.

- ▶ WC stated for most investigations, equipment will not be left onsite, the exception is for boreholes, where a drill rig may be left overnight on site.

Slide 49

- ▶ WC continued to explain the four types of Geotechnical Investigations:

- ▶ Bore hole:

- A surveyor will access site initially to mark the location the works. Some works will also require an ecologist to attend site if desktop assessments have identified any environmental concerns.
- A few days later (generally one-two) the geotechnical team will arrive with a light vehicle and a 4 to 12 tonne truck mounted drill rig that will drill a 100mm - 150mm circular hole.
- The works generally take four – eight hours depending on depth, the borehole will be backfilled with soil / sand prior to the team leaving site.
- Drill rig may be required to be left overnight on site if drill depth is not achieved, otherwise No equipment will be left onsite.
- This test can be used to assess the required depth of bridge piles, understand the type & strength of rock in cuttings, and determine in-situ material properties at significant depths (>30m) more accurately.

- ▶ Test Pit

- A surveyor will access site initially to mark the works location. Some works will also require an ecologist to attend site if desktop assessments have identified any environmental concerns.
- A few days later (generally one-two) the geotechnical team will arrive with a light vehicle and a wheeled backhoe or rubber tracked excavator that will dig a test pit approx. 1.0m² to a nominated depth, noting this depth varies from 1.0m to 4.0m deep.
- Topsoil layers will be separated from underlying material during excavation. Once test is complete the excavated material will be replaced in nominal compacted layers with topsoil replaced last.
- The works generally take four – eight hours depending on depth, the test pit will be backfilled and compacted with the same material prior to the team leaving site.
- No equipment will be left onsite.
- This test will be used for borrows, shallow cuttings, culvert locations, and embankments to characterise subsurface material profile, variability of materials. Black soil areas will be samples to determine lime demand for subgrade improvement.

Slide 50

- ▶ Seismic refraction

- A surveyor will access site initially to mark the works location.
- A few days later (generally one-two) the geotechnical team will arrive with a light vehicle, trailer and testing equipment.
- This testing involves placing sensor pads on the ground at a pre-determined spacing to record the vibration of the through the ground when various loads are applied. Sensors are generally placed two metres apart over a length of a couple hundred of metres.
- The works generally take four hours depending at each location length. No equipment will be left onsite.
- This test will be used at bridge sites and large cuttings to determine depth to rock layers, assess strength of rock, identify fault zones, and map water table depths.

- ▶ Cone Penetration

- A surveyor will access site initially to mark the location of the works.
- A few days later (generally one-two) the geotechnical team will arrive with a light vehicle and a wheeled mounted (or rubber tracked) rig that pushes the cone into the ground.

- Rod size is 36mm diameter and test depth is between four to six metres.
- The works generally take two – four hours depending type on ground resistance/conditions.
- No equipment will be left onsite.
- This test will be undertaken at bridge sites, structure locations, and poor ground locations to develop relationship between borehole and in-situ test results.

Slide 51

- ▶ WC stated surveyors will conduct surveys of bridges and drainage as well as verifying previous lidar surveys, which were conducted by drone.

Slide 52

- ▶ WC stated that Bathymetric and Hydrology Surveys will also be undertaken and includes a surveyor who will access predetermined gauge sites and river cross sections that contain water to determine water depth, cross section of waterway, and location of underground structures.

Slide 53

- ▶ WC stated that Public Utility Plant (PUP) surveys will be undertaken and involves identify, photograph, survey, and complete condition assessment for each PUP asset (potholing)

Slide 54

- ▶ WC also stated that surveys of groundwater monitoring will be undertaken:
 - ▶ A surveyor will access site initially to mark the location the works/bore
 - ▶ Team with a light vehicle and a truck mounted drill rig drills a ~150mm circular hole and install casing if required
 - ▶ One-two days depending on depth and rig may be required to be left overnight on site if drill depth is not achieved, otherwise no equipment will be left onsite
 - ▶ Bi-monthly groundwater monitoring for existing and newly constructed bores.

Slide 55

- ▶ WC stated that the safety of landowners and their property, as well as staff and contractors is of the utmost importance for the project. Each property is unique and the needs of each will be considered in project planning, including biosecurity, waste, sediment, PPE, and environmental requirements.

Questions from the Committee

- ▶ KL enquired about the wash down facilities and where they are.
 - ▶ WC advised we currently have one located in Toowoomba and we are investigating how we can procure more.
- ▶ KL asked what groundwater monitoring is.
 - ▶ WC explained the purpose is to establish a baseline understanding of what the groundwater levels are to further understand if there are impacts or not.
- ▶ KL asked what if there is an impact in bores.
 - ▶ WC explained that a lot of work is undertaken to make sure bores are not impacted.
 - ▶ KL stated that there is potential for bores to run dry and what will be done if that happens.
 - ▶ PM took the question as it relates to the EIS chapter.
 - ▶ PM advised the EIS has a groundwater chapter that considers existing environmental impacts because of the project and includes mitigation as part of that chapter.
 - ▶ PM advised that it includes a make-good strategy should any elements be impacted.
 - ▶ PM advised we have undertaken comprehensive groundwater baseline assessments over 18 months and includes groundwater monitoring of level and quality.
 - ▶ PM advised we have also undertaken additional groundwater modelling to look at predicted impacts in terms of the drawdown to support construction techniques. For example, along the alignment, the depth to groundwater from the ground level is

	<p>anywhere between approximately 10 and 25 metres depth – so we investigate the projected cuts, where the deep cuts are and where they intersect with the water table and what the drawdown will be to support the construction technique, so we have a good understanding of what the impacts may be.</p> <ul style="list-style-type: none"> ▶ PM advised that it will be further detailed in the groundwater chapter of the revised draft EIS.
<p>12</p>	<p>RAIL CORRIDOR PROGRAM AND WHETSTONE MATERIALS DISTRIBUTION CENTRE Andrew Dean (AD), Program Manager, Rail Ben Lippett (BL), Program Environmental Lead Slides 56 - 64</p> <p><i>Slide 56</i></p> <ul style="list-style-type: none"> ▶ AD thanked the Chair and Committee for inviting him and BL to talk this at this meeting. AD introduced himself to the Committee and explained he is responsible for the procurement, logistics and management of materials for the B2G project and will oversee the work that BHQ and other civil works contractors will be doing during construction. ▶ AD introduced BL who is accountable for the approvals for the Western Materials distribution centre and will be speaking later in the meeting. <p><i>Slide 57</i></p> <ul style="list-style-type: none"> ▶ AD explained the project is building, or putting, about 1472 kilometres of steel into rail track. ▶ AD said a lot of materials are being procured to build this railway nearly 1,000,000 concrete railway sleepers, mostly manufactured in Rockhampton and probably some in Wagga Wagga, and almost 2.1 million tonnes of ballast. AD put this into context and said the ballast stockpiles that we'll have are going to be about 1.4 kilometres long, about 50 metres wide and at 10 metres tall, there'll be about six of those to build the inland rail. Those will be in some cases filled and depleted by use and then refilled again and in some cases, there will be multiple stockpiles along the route. <p><i>Slide 58</i></p> <ul style="list-style-type: none"> ▶ AD said one of the goals we set ourselves in the rail corridor program is to build a rail from a railway. The purpose of that mainly is to reduce our impact and increase our social responsibility by not carrying any materials that are required for the track construction on a on a road. To do this, will bring them from the place of manufacture, whether that be the concrete sleepers, the rock for ballast or the steel bring them from the place of manufacture, load them onto a train and then take them to either a stockpile location or directly to the alignment for placement. ▶ AD explained to do this, we're building a few, a couple of distribution centres. So, there's one we talked about earlier down here at Narromine and another one proposed up here at Whetstone. This has a positive impact on the Community with not having the movements on the road, safety, and damage to the roads. <p><i>Slide 59</i></p> <ul style="list-style-type: none"> ▶ AD explained the truck movements that are saved by the methodology – the nearly 1,000,000 sleepers is about 12 / 12,000 truck movements or 120 trains. So, moving the sleepers by train will take 12,000 trucks off the road. The ballast is about 50,000 truck movements. We can move that same amount of ballast in 970 trains. ▶ AD handed the meeting proceedings to BL to explain the initial stages of the Whetstone Distribution centre. ▶ BL introduced himself and said he was supporting the next stage of project approvals. <p><i>Slide 61</i></p> <ul style="list-style-type: none"> ▶ BL said that in addition to the concrete sleepers being produced in Queensland (Rockhampton), there needs to be a storage location, and ARTC has undertaken an assessment process of a site for a concrete sleeper lay down yard, which we're calling the

	<p>Whetstone MDC stage one. This assessment process is consistent with department requirements for proponents, such as through TMR and Queensland Rail.</p> <ul style="list-style-type: none"> ▶ BL continued that the team have looked at flooding, ecology, cultural heritage and completed a broad suite of assessments to work out environmental harm for that site and the process is now complete in consultation with the OCG Department of Resources, the Department of Environment and Science, TMR and Goondiwindi Regional Council no objection? We've developed up terms of reference and engaged with the likes of impacted landowners and a few community events as well. Today, I'm presenting on what we're doing on that site. ▶ BL said the EIS is complete and the project is to proceed with a few conditions to ensure its compliance and ongoing duty of care. There are a few other matters that need to be worked through before site mobilization and construction commencement. It is anticipated to start next month, so in December 2023. Stage one is under this assessment and is going to commence and then the project will move onto stage two where the ballast will start being brought in by rail. <p><i>Slide 64</i></p> <ul style="list-style-type: none"> ▶ BL said that at Stage 2, there will be bigger office blocks due to the larger works being undertaken.
	<p>GENERAL BUSINESS</p> <ul style="list-style-type: none"> ▶ GC noted that there'll be a bus tour from Moree to Narrabri and there is an opportunity to for members to join; information will be provided to the committee in due course. ▶ GC noted there'll be an extension of the committee term membership. ▶ GC opened the discussion as to the next CCC meeting. The next CCC meeting will be held in Inglewood with the date and time to be advised.
	<p>CONCLUSION AND CONFIRMATION OF ACTIONS</p> <ul style="list-style-type: none"> ▶ KU reiterated the Action Items. ▶ Next meeting dates are to be confirmed.

Actions

NO.	ACTIONS	ACTION BY
1	<ul style="list-style-type: none"> ▶ Invitation to be extended to Jason Manttan to present on the ICN Gateway and business opportunities on Inland Rail. 	
2	<ul style="list-style-type: none"> ▶ Phoebe to provide additional information about regional groundwater data in response to a question from KL about potential impacts to boreholes (see page 19 for more information). 	
3	<ul style="list-style-type: none"> ▶ Question on notice for Hydrology about Turallin Road/Pine Creek area. (Does the modelling undertaken include the areas of Turallin Road, down towards the Pine Creek area – see page 16). 	
4	<ul style="list-style-type: none"> ▶ Information to be provided on consultation undertaken during the Turallin community workshop in Millmerran. KU noted that public commentary is included in the revised draft EIS, but we can investigate how to distribute that. 	

Next meeting

March 2023, Inglewood Civic Centre3.