

# Meeting minutes

## Southern Darling Downs Consultative Committee Meeting

### Date / Time

23 June 2022  
6.00pm to 8.00pm

### Location

Yelarbon Soldiers Memorial Hall  
Taloom Street, Yelarbon

### Facilitator

Mr Graham Clapham (Chair)

### Minute taker

Ms Katie Unipan – (ARTC Inland Rail)

### Distribution

All

### Attendees (Show organisation if not ARTC)

- ▶ Mr Graham Clapham, SDD Chair (Chair)
- ▶ Mr Robert Barrett, SDD member (RB)
- ▶ Ms Maria Oliver, SDD member (MO) online
- ▶ Mr Kev Loveday, SDD member (KL)
- ▶ Mr Andrew McCartney, SDD member (AM)
- ▶ Mr Robert Webb, SDD member (RW)
- ▶ Mr Jeff Chandler, SDD member (JC)
- ▶ Mrs Rosalie Millar, SDD member (RM)
- ▶ Mr Rick McDougall SDD member (RM)
- ▶ Ms Katie Unipan (KU)
- ▶ Mr Scott Cobine (SC)
- ▶ Mr Robert Smith (RS)
- ▶ Ms Phoebe Moore (PM)
- ▶ Ms Jacqui Neill (JN)
- ▶ Ms Naomi Tonscheck (NT)
- ▶ Brad Browning (BB)
- ▶ Andrew Doe (AD)
- ▶ Oliver Lupton (OL)
- ▶ Aaron Holmes (AH)

### Apologies (Show organisation if not ARTC)

- ▶ Mr Brett Kelly, SDD member (BK)
- ▶ Ms Georgina Krieg, SDD member (GK)
- ▶ Mr Justin Saunders, SDD member (JS)

### Guests (Show organisation if not ARTC)

- ▶ Mr Graham Hull, BHQ JV (GH)
- ▶ Ms Melanie Richardson, BHQ JV (MR)
- ▶ Mr Paul Mochan, Freight Connect (PM)
- ▶ Ms Dianne Loughnan, Department of Infrastructure, Transport, Regional Development and Communications (DL)

### Discussions

NO.	ACTIONS
1	<p><b>Welcome, Actions and Conflict of Interest</b></p> <ul style="list-style-type: none"> <li>▶ The Chair welcomed the committee, ARTC staff, BHQ, Department of Infrastructure, guests and observers to the meeting.</li> <li>▶ The Chair reminded observers that there is allocated time toward the end of the meeting for questions and comments.</li> <li>▶ KU delivered an acknowledgement of country.</li> </ul> <p><b>Committee member updates</b></p> <ul style="list-style-type: none"> <li>▶ The Chair said that he was in Canberra last week and had a discussion with Drew Edwards from the Department of Infrastructure regarding the recent change of government and what that may mean for a review of Inland Rail. The Chair explained that Mr Edwards had said at this he does</li> </ul>

	<p>expect a request for a review of Inland Rail, however at this stage there is no indication of what the review will entail. Mr Edwards also indicated to the Chair that the Hon Catherine King MP, Minister for Infrastructure is, and has always been, supportive of the Inland Rail project.</p> <ul style="list-style-type: none"> <li>▶ The Chair said he has been in regular contact with the Office of the Coordinator General (OCG). Today the Chair contacted Gerald Schmidt of the OCG who informed him that Ross Keenan is now the contact (Project Manager) for the Inland Rail project within the OCG. Ross Keenan explained to the Chair that the OCG is in the phase of requesting further project information from Inland Rail B2G project and is aiming to go to public consultation with the revised EIS (Environment Impact Statement) in the fourth quarter of this year.</li> </ul> <p><b>Conflicts of interest</b></p> <ul style="list-style-type: none"> <li>▶ The Chair requested the committee members consider and declare any conflicts of interest. <ul style="list-style-type: none"> <li>▶ The Chair declared that he has a Land Access Agreement with Inland Rail.</li> <li>▶ RM declared that he has a Land Access Agreement with Inland Rail. RM asked if this is a conflict of interest.</li> <li>▶ The Chair said it is better to have on record any details that may be considered a conflict of interest.</li> <li>▶ JC declared that he has a Land Access Agreement with Inland Rail.</li> </ul> </li> <li>▶ The Chair noted the meeting is recorded for minute purposes and reminded the committee members, guests and other attendees to demonstrate respectful behaviour.</li> <li>▶ The Chair forward apologies from Brett Kelly, Georgina Krieg and Justin Sauders. Maria Oliver is joining the committee meeting online.</li> </ul>
<p><b>2</b></p>	<p><b>Actions arising from previous meeting</b></p> <ul style="list-style-type: none"> <li>▶ <b>The Chair explained that all Actions arising from the previous meeting will be covered within the meeting agenda and the meeting will not deal with them as a separate item.</b></li> </ul>
<p><b>3</b></p>	<p><b>Southern Darling Downs CCC Charter Review</b> <b>Graham Clapham (Chair)</b></p> <ul style="list-style-type: none"> <li>▶ The Chair reminded the Committee that there is an agreed SDD CCC Charter and encouraged members to revisit the Charter to ensure they are operating within it.</li> <li>▶ The Chair stated that an issue had been raised within another CCC that members had not submitted an apology for not attending a meeting. This can be done by contacting the Chair, the Secretariat, or any other Committee members.</li> <li>▶ The Chair reminded the committee that the Charter states that if a member does not provide an apology for not attending two consecutive meetings, they should reconsider their committee membership as this may give another community member an opportunity to be on the committee.</li> <li>▶ The Chair raised the obligations of committee members making public comment about the project and any project issues. For example, if committee members are commenting as a private citizen, members are free to comment on any issue, however if commenting publicly as a representative of the SDD CCC, you need to follow protocol and ensure it has the agreement of the CCC before the comment is made.</li> <li>▶ The Chair asked if any other committee members had a comment on the Charter. <ul style="list-style-type: none"> <li>▶ No comments were made.</li> </ul> </li> <li>▶ The Chair asked if any committee members disagreed with anything withing the Charter. <ul style="list-style-type: none"> <li>▶ No disagreements were raised.</li> </ul> </li> </ul>
	<p><b>Department of Infrastructure update</b> <b>Dianne Loughnan</b></p> <ul style="list-style-type: none"> <li>▶ DL introduced herself as the Inland Rail Departmental Liaison Officer within the Department of Infrastructure, based in Toowoomba.</li> </ul>

	<ul style="list-style-type: none"> <li>▶ DL explained that with the election of the Government and appointment of the new Minister, Minister King is currently familiarising herself with her new portfolio.</li> <li>▶ DL said the department had not been given a direction on a review of Inland Rail, or any indication of the approach the minister has towards the project.</li> <li>▶ DL assured the committee that as soon as the department is informed further, they will inform ARTC and the SDD CCC.</li> </ul> <p><b>Questions from the Committee</b></p> <ul style="list-style-type: none"> <li>▶ KL asked whether the new Minister would visit the region. <ul style="list-style-type: none"> <li>▶ DL responded that she did not have any information to confirm a regional visit, however the Minister has been sent a request, via a brief, to visit and the department is awaiting a response.</li> </ul> </li> <li>▶ KL referred to the Independent Flood Panel’s visit to the region and stated that this was seen as a demonstration of their commitment by facing the people on the ground who had the serious concerns. KL added that the Committee would welcome a visit from the Minister. <ul style="list-style-type: none"> <li>▶ DL responded that the Minister understands the importance of having a presence in the region and thanked the committee for voicing their opinion.</li> </ul> </li> </ul>
5	<p><b>Project update</b> <b>Katie Unipan</b> <b>Sponsorship and Donations Program</b></p> <ul style="list-style-type: none"> <li>▶ KU said there were six B2G recipients under Round 1 2022 Sponsorships and Donations Program and reminded the committee that any community groups can apply for between \$1000 to \$4000 and the current round closes on 31 July. Successful organisations for Round 1 2022 are: <ul style="list-style-type: none"> <li>▶ Lion’s Club of Millmerran</li> <li>▶ QWCA DDD Garden Party</li> <li>▶ History Pittsworth</li> <li>▶ Pittsworth Junior Rugby League Club</li> <li>▶ Southbrook Sports Club</li> <li>▶ Inglewood Working Dogs</li> </ul> </li> </ul> <p><b>Land Access</b></p> <ul style="list-style-type: none"> <li>▶ KU explained that Land Access Agreements with landowners were still being renewed, most were future dated to 2025 with the intent that they will help support investigations during detailed design and construction.</li> <li>▶ KU advised that a large geotechnical campaign is upcoming towards the end of this year and the committee will be briefed on this at the proper time.</li> <li>▶ KU said the current field investigations include: <ul style="list-style-type: none"> <li>▶ Koala genetic survey</li> <li>▶ Ground water survey</li> <li>▶ Hydrology surveys</li> <li>▶ Noise and vibration surveys</li> </ul> </li> <li>▶ KU reminded the committee of ARTC’s requirement for vehicles to be branded when used in the field. If any community member has concerns of a vehicle in the area, contact Inland Rail with the logo and we can inform them of why the vehicle was in the area.</li> </ul> <p><b>Questions from the committee</b></p> <ul style="list-style-type: none"> <li>▶ KL asked, with regards to the koala genetic survey, he is concerned that field investigators are unable to find appropriate scats due to rainfall and the affect this has on DNA testing.</li> </ul>

	<ul style="list-style-type: none"> <li>▶ KU took this question as an action item as the crew doing the genetic study are not present at the meeting. An update will be provided at the next Landcare meeting.</li> <li>▶ JC stated that koala field studies had happened on this property and the field officers had reported find scats on the property at Canning Creek.</li> </ul> <p><b>Inland Rail Procurement Status</b></p> <ul style="list-style-type: none"> <li>▶ KU provided a slide to show where the project procurement status for the entire alignment. Parkes to Narromine project is currently complete. The project under delivery is the Narromine to North Star (phase one) and the project yet to be procured is the Kagaru to Acacia Ridge project which is going through its approval pathways.</li> </ul> <p><b>Questions from the committee</b></p> <ul style="list-style-type: none"> <li>▶ RW stated that he expected more from the update than what was delivered and expected information sooner, not at this meeting. The Chamber of Commerce did get a brief on where the programs were up to. From what RW can determine, the progress of the alignment from North Star to the Border is disappointing and he would like a copy of the thirteen regions along the alignment within the next two weeks.             <ul style="list-style-type: none"> <li>▶ KU took this as an Action.</li> </ul> </li> <li>▶ NT said the N2NS project landowners had appointed a legal representation which is making it challenging to communicate with them as all correspondence is to go through their legal representations. The engagement team are taking the best steps they can to talk to the landowners on this section of the alignment. NT offered to meet with anyone who is disappointed with the progress of N2NS.</li> </ul>
6	<p><b>Social Performance update</b></p> <ul style="list-style-type: none"> <li>▶ KU passed on apologies from the Social Performance Team who were unable to attend this meeting.</li> <li>▶ KU said Inland Rail has hosted a series of workforce development events across Goondiwindi in late March 2022, with more than 60 community members attending. Planning is currently underway to deliver further workforce development events across the alignment.</li> <li>▶ KU provided the website for the Goondiwindi jobs talent portal as: <a href="http://www.goondiwindijobs.com.au">www.goondiwindijobs.com.au</a></li> <li>▶ KU said work was progressing with Indigenous participation, particularly with Banjima Native Title Aboriginal Corporation, Western Wakka Wakka and other endorsed parties to look at workforce and business development programs</li> <li>▶ KU said the skills academy has provided funding to 13 Clontarf Foundation partnerships across the alignment including Goondiwindi, Toowoomba, Harristown, Wilsonton, and Indooroopilly, as well as into NSW (New South Wales). The Clontarf Foundation works toward boosting School retention, developing leadership and creating pathways to employment and training opportunities for Indigenous young people.</li> <li>▶ KU said Inland Rail has been offering sustainability mentoring – an online webinar for small to medium businesses.</li> <li>▶ KU said business development events are planned along the alignment, particularly in Goondiwindi and Toowoomba.</li> <li>▶ KU said community health and wellbeing initiatives are being planned. Local Councils have been engaged to provide support and feedback.</li> <li>▶ KU reminded the committee of the ARTC Inland Rail Sponsorship and Donations program.</li> </ul>
7	<p><b>EIS update</b> <b>Phoebe Moore</b></p> <p><b>General progress and timing</b></p>

- ▶ PM said the team is currently working on the revision of the draft EIS. It will be close to two years between the original draft EIS and the updated version. During that time there has been a significant amount of ongoing survey work and analysis for a variety of environmental areas, all of which will be presented in the revised draft EIS.
- ▶ PM said the B2G project is aiming to have the revised draft EIS finalised by the 4<sup>th</sup> quarter of 2022. The second round of public exhibition will follow OCG's acceptance of the revised EIS.
- ▶ PM said that many components of the EIS are well progressed, including surveys, analysis, and reporting.
- ▶ PM said the team are focusing on technical aspects of the EIS, such as ecology, flooding, hydrology, and noise.

#### **Ecology update**

- ▶ PM said the baseline flora and fauna surveys are complete in accordance with guidelines and the report is currently with the regulators for technical review.
- ▶ PM said habitat mapping is currently under regulatory review.
- ▶ PM said these survey results will inform the impact assessment for other aspects of the EIS (i.e., habitat definitions, mapping, analysis, mitigation, offsets, management plans and corridor assessments)
- ▶ PM said a current focus is on the Koala Management Plan and fauna passage and fencing review.

#### **Koala management plan and fauna connectivity review**

- ▶ PM said attention has been placed on fauna habitat mapping: foraging/breeding habitat and dispersal habitat (using EIS data from May 2022 and previous data)
- ▶ PM said investigations are underway to look at embankments, bridge structures and other infrastructure structures that may pose a threat to koala connectivity in the design for fauna to move through the landscape.
- ▶ PM said results will be included in the revised draft EIS, including observations based on field verified data on where these connectivity structures will be placed and details on design phase mitigation measures on avoiding and minimising impacts, fauna connectivity strategy, maintain koala and other fauna dispersal.
- ▶ PM presented images on fauna movement strategies, including culverts, canopy connectivity with some native species, koala fences with a strip metal sheet to prevent koalas from climbing and directing them toward safe passages and a koala drop down mechanism.
- ▶ PM said more details will be presented when studies are complete.
- ▶ PM concluded that with regards to the EIS, the koala and fauna reports will be standalone report sections. The community and regulators can review as part of the second round of the public EIS exhibition.

#### **Koala Genetic Study**

- ▶ PM said fieldwork had commenced in K2ARB and B2G sections for genetic analysis of scats to assess forage tree preference. Samples collected will be analysed for population genetics and diet preference and includes vegetation assessments to identify eucalypts in survey areas
- ▶ PM said that tomorrow (26 June) is the final day of field investigations in Qld, before continuing it in NSW and the data will be available soon.

#### **Questions from the committee**

- ▶ KL asked if the study would continue to get more scat samples.
  - ▶ PM responded that the field team were successful in retrieving adequate samples. PM clarified that the team had hoped to be in the field earlier in the year, however, were delayed due to wet weather conditions.
  - ▶ PM added that USC (University of Sunshine Coast) detection dogs for conversation are the technicians doing this field work.
- ▶ KL said that when the initial draft EIS (Environment Impact Statement) was written, the classification for koalas was that they were a threatened species however now they are

endangered. Habitat protection is a major issue with endangered species. Has that been, or will it be, considered in the revised EIS?

- ▶ PM acknowledged the uplift in National status of koalas from vulnerable to endangered species. The project is working with the regulators who will inform the project what steps it is required to take.
- ▶ PM further acknowledged the existing koala habitat is much different to its original state and by doing these studies, the project is aiming to limit impacts and ensure fauna connectivity is retained as much as possible.

#### **Land resources update**

- ▶ PM said the baseline soils surveys are complete (for the EIS) in accordance with the soil survey guidelines which is aimed around delineating spatial extent of soils across the alignment and presenting the soil mapping in the EIS.
- ▶ PM explained that the current focus of the project now is the application of that data, as the baseline data informs a lot of other areas of the EIS and design, particularly of hydrology and cross drainage components.
- ▶ PM said a new study within the EIS is the Geomorphology assessment will be presented as an appendix in the revised EIS.

#### **Hydrogeology**

- ▶ PM said all groundwater modelling, surface water and analysis is complete for the EIS. This was around 18 months of ongoing monitoring.
- ▶ PM explained that the EIS will also have information on impacts to groundwater bores and the overall bore make good strategy which is aimed at assuring existing bore water users along the alignment are not disadvantaged by the project.
- ▶ PM said the area of impacts of bores have been quantified by a completed bore survey. This was done by identifying all bores potentially impacted by the project. For B2G, impacted bores are mostly within the EIS footprint. A small number of bores outside of the footprint were identified as being impacted by drawdowns and are associated with alignment structures such as deep cuts and dewatering requirements there.
- ▶ PM explained that the make good process is around the compensation element, recognising that the make good agreements are undertaken during detailed design and developed in conjunction with the impacted landowner.

#### **Flooding and hydrology**

##### **Rob Smith**

- ▶ RS thanked the committee for the opportunity to present this evening.
- ▶ RS said as part of the independent International Panel of experts for flood studies in Qld, ARTC was requested to supply data to the panel for their review and assessment. The Panel have generated several questions which ARTC have responded to.
- ▶ RS said the panel had also made several suggestions with regards to the model set up and execution and the overall methodology. ARTC has made updates to the model where applicable.
- ▶ RS said that overall, there were 87 review items closed out and will be provided in the revised EIS, 52 items accepted subject to additional information, 52 items were accepted subject to recommendation that ARTC are to address those items in the detailed design phase. Two recommendations are for a geomorphology assessment.
- ▶ RS said the panel's final report is subject to final assessment and yet to be released and the timing of its release is with the State and Federal Governments.

##### **Additional Works in progress:**

- ▶ RS said further to additional works in progress, including:
- ▶ The development of a new set of flooding impact parameters to assess the project against. This will give the community agencies a greater level of detail and an understanding of what changes they should expect to see with the implementation of the rail design proposal.

- ▶ Incorporation of revised FIOs, including additional mapping and strategies outlining how non-compliance is to be addressed
- ▶ Refined grid modelling which is a higher resolution to ensure the model is showing a more accurate outcome and gives more confidence in the outputs of the model.
- ▶ Defining Erosive Threshold Velocities (ETVs) which is linked back to the geomorphology assessment and generates a velocity of water at any given location of soil type to help to understand when it starts to erode and at what velocity to ensure the design is not exceeding this and creating scour.
- ▶ Discussing mitigation measures where flooding impact objectives (FIOs) (including ETVs) are exceeded
- ▶ Detailing monitoring programs that will be implemented during construction and operation
- ▶ Inclusion of local catchment assessments
- ▶ Geomorphology assessment
- ▶ Potential flood impacts of construction activities
- ▶ For extreme events, an assessment of risk to life because of rail infrastructure failure
- ▶ Assessment of potential flood impacts on evacuation routes.

**Questions from the committee**

- ▶ RL asked if the 52 items mentioned in the presentation are a duplicate or separate item?
  - ▶ RS responded that they are separate.
- ▶ RL asked for clarity on why things are going to be addressed in the detailed design and why the detailed design is not part of the EIS.
  - ▶ RS responded the element of design for major infrastructure projects is for the purposes of ensuring the project can be assessed for environmental impacts it is necessary to develop the design to a certain level of detail. At that point, you can be confident that you can mitigate impacts to the surrounding environment. To get through to detailed design is another major piece of work that can take 18 months, and this will be done by the contractor, BHQ. During the reference design and EIS phase, infrastructure projects need to ensure they are meeting the outputs for that phase so that the project can address issues at that phase of the project.
- ▶ RL commented that to address some issues during the design phase is too late in the process. What if it is discovered that the design is not correct?
  - ▶ RS responded that by stating that an item or issue will be looked at further in the design phase, is the project is committing to finding a resolution during the detailed design phase.
  - ▶ PM added that during approval, the OCG will provide the project with an evaluation report and within that report will be conditions that the project must adhere to in the design phase, i.e., project approval with conditions.
- ▶ The Chair asked PM to provide timing to the committee of when the revised EIS may be released to the public for public comment.
  - ▶ PM responded that the project is currently on track to have a revised EIS submitted to the Coordinator General in November/December 2022, unless the project uncovers any 'surprises' that may delay delivering the EIS.
- ▶ The Chair asked for clarity on whether the draft EIS would be on public display early 2023.
  - ▶ PM agreed the EIS would be on public display early 2023.
- ▶ RW referred to the hydrogeology and asked if any thought had been given to where construction water supply would be sourced from.
  - ▶ PM responded that there will be details provided in the revised draft EIS outlining where the water will be sourced from. The project has quantified how much water is required and the water requirements are around earthworks, dust suppression and other construction methods. Approximately 2,500 megalitres is required. This will be sourced from a variety of areas and mapped in the draft EIS.

8 Narrabri to North Star (N2NS) – Example of constructing Inland Rail on black soil

**Andrew Doe**

- ▶ AD introduced himself as the Principal Geotechnical Engineer for Inland Rail.
- ▶ AD discussed the geotechnical works undertaken in the Condamine River Valley.
- ▶ AD provided an overview of the N2NS project:
  - ▶ 171km of brownfield (upgrading of existing railway track), poor existing track conditions on a wet reactive soil subgrade.
  - ▶ 25% of the design is in floodplain. This is calculated from a geological perspective as 90% of the alignment has been flooded at some point. From a probable maximum flood perspective, around 30% of the alignment is affected. The length of time it would affect the formation of the surrounding soil is slightly less at 25%.
  - ▶ The 171km alignment crosses approximately 30 creeks.
- ▶ AD provided construction images of the alignment and stated that the project found that while progressing through the design phase, conventional designs where black soil is excavated to waste and material imported to replace the black soil were found to be a non-sustainable way to proceed due to the large volume of soils to be moved.
- ▶ AD said the project designed a way to reuse the material exported by incorporating a small material of lime to the black soil and compact that back into the ground to form the embankment underneath rail.
- ▶ Sustainability and cost drove beneficial re-use of material (using lime stabilisation)
  - ▶ AD said there were 330 test pits excavated and 60 boreholes

**Construction approach**

- ▶ AD showed the committee eight photos on the PowerPoint that shows the construction approach.

**Comment from the committee**

- ▶ KL shared with the committee that lime (calcium carbonate) is used by agriculture. It decreases soil acidity. However, the lime AD refers to is calcium oxide (also known as quick lime).
- ▶ RM asked what type of lime was used to stabilise the Gore Highway forty years ago.
  - ▶ AD said he may be able investigate for the committee and took this an action item.
  - ▶ AD said there were minor differences between road and rail stresses from usage, therefore the design will be different.
- ▶ KL asked what percentage of lime is mixed into the soil for the embankment.
  - ▶ AD responded yes
- ▶ KL clarified – so 2% of the 30inches of soil is lime?
  - ▶ AD responded yes.
- ▶ RM asked if the project will be using engineering solution examples for constructing rail on reactive soils, from international infrastructure projects that have proven successful.
  - ▶ AD responded yes, information is drawn from many countries and many of the designers are from countries where black soil is found, and construction solutions have been delivered.
- ▶ KL asked if increasing the percentage of lime will do a better job at stabilising the soil?
  - ▶ AD said there has been a lot of testing with the Geotech investigations, such as a lime demand test which determines how much lime is required for the type of black soil to get to a certain PH level to stabilise the soil. AD added that the team looked at index tests for the characteristics of the Condamine River valley, such as 'shrink/swell' tests which give indications on how reactive the soil is. These results have been compared to the results on N2NS. Although different, there are some similarities.
- ▶ The Chair provided a general comment, as someone who has lived on the Condamine floodplain for 66 years, and has moved houses and sheds vertically, sideways etc – he is looking forward to seeing the results for constructing on black soil in this area as it is incredibly challenging environment.



	<ul style="list-style-type: none"> <li>▶ KL asked where the lime will be sourced from – will it only be from Attunga? <ul style="list-style-type: none"> <li>▶ AD took this question as an action item.</li> </ul> </li> <li>▶ KL commented that the project is looking at a significant transport mileage to move the lime. What happens if it rains on the transport trucks carrying the lime? <ul style="list-style-type: none"> <li>▶ AD reminded the committee that his presentation was for the N2NS project and lime may not be used on the B2G Northern section of the corridor. There are more investigations to be undertaken and global lessons learned to be considered. The solution for this section will be determined by the designers. In terms of transport and storage solutions, the trucks used are like a tanker (an enclosed truck) and the storage tanks used were also weatherproof.</li> </ul> </li> <li>▶ KL asked for the lifespan of the lime as a stabilisation solution. <ul style="list-style-type: none"> <li>▶ AD responded that the design for N2NS project allowed for 50% reduction in strength, recognising that railway embankments do draw water into the formation of the embankment and to allow for the strength reduction of the lime if it were to be an issue. The design life is 50 years is for the rail embankment formation.</li> </ul> </li> <li>▶ KL asked if the future proofing of longer trains is a concern. <ul style="list-style-type: none"> <li>▶ AD said the design is based on future proofing the alignment for the number of axles (repetition) predicted to travel over it.</li> </ul> </li> <li>▶ RM asked if the N2NS project design would be like the Condamine River solution and what is the lifespan placed on the design. <ul style="list-style-type: none"> <li>▶ AD said the design life is 50 years.</li> </ul> </li> </ul>
<p>9</p>	<p><b>BHQ update</b> <b>Graham Hull</b></p> <ul style="list-style-type: none"> <li>▶ GH introduced himself as a member of BHQ and relayed Warren Crowther’s apologies for not attending this meeting.</li> <li>▶ GH provided BHQ update</li> </ul> <p><b>Upcoming activities (September 2022)</b></p> <ul style="list-style-type: none"> <li>▶ Bathymetric (underwater), Hydrology and Feature Surveys, to survey catchments in a higher level of detail.</li> <li>▶ Condition surveys of existing assets such as culverts, stormwater drains, bridges, and other local assets to understand if the load bearing capacity</li> <li>▶ Geotechnical Investigations</li> <li>▶ Borrow site investigations such as bore holes and test pits along the alignment</li> <li>▶ Locating public utility plant assets</li> <li>▶ Groundwater Monitoring existing ground water and installing approximately 12 new Bores</li> <li>▶ Trial Embankments along the Condamine</li> <li>▶ Pile Trials (TBC) along the Condamine to provide a more efficient bridge design.</li> </ul> <p><b>Timeline</b></p> <ul style="list-style-type: none"> <li>▶ Commencing September 2022 – May 2023 (subject to change pending approvals)</li> <li>▶ Majority of works completed by March 2023</li> </ul> <p><b>Opportunities for participation during investigation works</b></p> <ul style="list-style-type: none"> <li>▶ Further information for local participation opportunities is on the ICN Gateway &amp; will continue to be added as new packages of work come online</li> <li>▶ Link to gateway - <a href="https://gateway.icn.org.au/project/4878/inland-rail-civil-works-program-northern?st=projects">https://gateway.icn.org.au/project/4878/inland-rail-civil-works-program-northern?st=projects</a></li> </ul> <p><b>Social delivery plan and procurement</b></p> <ul style="list-style-type: none"> <li>▶ ARTC &amp; BHQ JV are currently preparing a Social Delivery Plan</li> </ul>

- ▶ Will include targets for local & Indigenous business participation, employment, and training
- ▶ BHQ JV are currently developing procurement processes
- ▶ Those procurement processes will have assessment criteria to ensure BHQ JV achieve the agreed local & Indigenous targets outlined in the Social Delivery Plan

**Questions from the committee**

- ▶ RB asked what PUP stood for and what they were.
  - ▶ GH responded public utility plants, which are assets like water, gas, and sewer
- ▶ RM requested that all acronyms be explained in full in future meetings.
- ▶ RW said he was representing the Goondiwindi Chamber of Commerce and stated the Chamber members are concerned about the local participation rate. Approximately three years ago interested businesses were encouraged to register with the ICN website however even though a business paid \$1000 to become a priority company, businesses from further away are being used and not local businesses.
  - ▶ GH commented that although this is on another part of the alignment, he acknowledged the comment and precedent is relevant.
- ▶ The Chair asked if the Goondiwindi Chamber of Commerce would like to put this in writing for ARTC to respond to
  - ▶ RW responded that he hopes ARTC and BHQ takes the Chambers concerns seriously
- ▶ The Chair asked if the Chamber would like ARTC to take this as an action item to explain how the local procurement works and who is answerable for the policy.
  - ▶ RW responded yes.
- ▶ KU commented that she was unaware there is no cost to register a business on the ICN and would investigate.
  - ▶ The Chair took this as an action item to clear up the process and any ambiguity.
- ▶ The Chair asked if the trial embankment investigations and pile trials would be undertaken in the existing rail corridor.
  - ▶ GH said this is still in negotiation – but could be in the adjacent side of the existing corridor.

**10 Central project update**

**Naomi Tonscheck**

**Adam Barber**

- ▶ NT introduced Adam Barber as the Senior Project Manager for the Central Package of Works who is providing the Central project update for this meeting.
- ▶ AB introduced himself to the committee and explained he worked on the North Star to Border (NS2B) project and part of the B2G project (Central Package)
- ▶ AB addressed the concerns of a business paying \$1000 to register on the ICN portal. He said that one for the issues for the N2NS project is that it is a 'construct only' job and is constructed by John Holland. The tendering for this section was done in 2020. The timeframe of the commencement of construction and the opening of the ICN did not align (ICN opened after). However, Tier 1 contractor Lang O'Rourke have since been onboarded and they are currently doing an engagement process with local contractors and suppliers in all aspects of the construction works. This includes civil construction works, building workers camps, construction supplies etc. There is a commitment to engage with local businesses and utilise as many as possible.
  - ▶ NT explained that when businesses register on the ICN, there is a voluntary option to upgrade to Premium. This does cost \$1000, however paying this amount will not give the person registering preferential treatment and reiterated the \$1000 was voluntary.
- ▶ AB said Lang O'Rourke had been engaged on the project in a consortium with FKG (Freight Connect) who are available to speak to committee members after the meeting. The project is

	<p>working with the consortium to price the construction phase of the first section, which is North Star to the NSW/QLD Border.</p> <ul style="list-style-type: none"> <li>▶ AB said the EIS for this section of the alignment is expected to be approved in October 2022 and the project is currently working under draft conditions of approval. Detailed Design will commence once those have been finalised. The expectation is that construction will commence late 2023 to early 2024.</li> <li>▶ AB said the project was reviewing worker’s camp locations. Within the EIS, a worker’s accommodation camp has been identified near North Star and the team are working with the GRC (Goondiwindi Regional Council) to locate potential sites near Goondiwindi.</li> <li>▶ AB said the B2G Central section is currently working with the contractor on preliminary design work and is waiting for the primary EIS approval from the OCG (Office of the Coordinator General).</li> <li>▶ NT provided information on community benefits of the N2NS project, including Moree, Narrabri, and North Star communities. The project is meeting and at times exceeding their local procurement Key Performance Indicators. Goondiwindi businesses will start to see the local participation benefits once the project is approved.</li> </ul> <p><b>Questions from the committee</b></p> <ul style="list-style-type: none"> <li>▶ RW stated that his understanding that there was a set percentage of local suppliers that must be used on the project and there is to be a legacy left behind for local organisations. From the beginning, the committee was assured that locals would be involved, and local businesses would benefit. However, a local business has the capability to do earth works but has been overlooked. <ul style="list-style-type: none"> <li>▶ AB said he would look to address that issue.</li> </ul> </li> <li>▶ RM asked if the worker’s accommodation campsites will be part of the EIS and when the location decision would be made. <ul style="list-style-type: none"> <li>▶ NT responded that her understanding was that the camp locations would not be changing in the B2G EIS which will be provided to the OCG for approval. The locations are suggestions only.</li> </ul> </li> </ul>
11	<p><b>General Business</b></p> <ul style="list-style-type: none"> <li>▶ The Chair asked whether the committee had any general business. <ul style="list-style-type: none"> <li>▶ No general business was commented on.</li> </ul> </li> </ul>
12	<p><b>Next Meeting</b></p> <ul style="list-style-type: none"> <li>▶ The Chair said the next meeting will be in October 2022 and asked for location suggestions. <ul style="list-style-type: none"> <li>▶ Committee agreed on Millmerran.</li> </ul> </li> </ul>
12	<p><b>Questions from observers</b></p> <ul style="list-style-type: none"> <li>▶ KL asked a question on re: G2H project. He mentioned that State Government approvals had been given to build a new hospital at Bailly Henderson over the next five years. Can ARTC confirm whether vibrations from the construction and operation of the 6.2km Inland Rail tunnel going to cause problems for precision surgery and other instruments. <ul style="list-style-type: none"> <li>▶ KU took this question on notice as an action item.</li> </ul> </li> </ul>
13	<p><b>Conclusions and confirmation of actions</b></p>
15	<ul style="list-style-type: none"> <li>▶ KU noted the following actions:</li> </ul>

## Actions

NO.	ACTIONS	ACTION BY
1	▶ An update will be provided at the next meeting regarding information from field investigators on whether rainfall had prevented appropriate scats for DNA testing.	ARTC Inland Rail
2	▶ Provide an update on the progress of the thirteen Inland Rail projects along the alignment to committee members within the next two weeks.	ARTC Inland Rail
3	▶ Investigate what type of lime was used to stabilise the Gore Highway forty years ago. (Update only to be provided if information can be sourced)	ARTC Inland Rail
4	▶ Investigate where lime may be sourced from?	ARTC Inland Rail
5	▶ RM requested that all acronyms be explained by presenters in future meetings. Noted	ARTC Inland Rail
6	▶ ARTC to provide more information on how ICN works and where the \$1000 payment is use.	ARTC Inland Rail
7	▶ ARTC to confirm whether vibrations from the construction and operation of the 6.2km Inland Rail tunnel going to cause problems for precision surgery and other instruments at the new hospital at Bailly Henderson, which is forecast to be built over the next five years.	ARTC Inland Rail

## Next meeting

Millmerran, TBA October 2022