

MEETING MINUTES

I2S Inland Rail Illabo to Stockinbingal Community Consultative Committee

DATE / TIME

28 May 2020
1pm

LOCATION

Via Videoconference

FACILITATOR

Garry West

MINUTE TAKER

Garry West

DISTRIBUTION

Illabo to Stockinbingal CCC

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Garry West (Independent Chair)
- ▶ David Carr (Community Member)
- ▶ David Carter (NSW Farmers)
- ▶ James Colebourne (Community Member)
- ▶ Laura Schweiger (Cootamundra-Gundagai Regional Council)
- ▶ Melvyn Maylin (I2S Project Director)
- ▶ Heath Martin (Stakeholder Engagement Manager, Southern NSW)
- ▶ Cr Pam Halliburton (Junee Shire Council)
- ▶ Martin Honner (NSW Farmers)
- ▶ Grant Johnson (Junee Shire Council)
- ▶ Tony Nichols (Community Member)
- ▶ James Pederick (I2S Environmental Advisor)
- ▶ Rene Provis (Stakeholder Engagement Advisor)

APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

- ▶ Rod Chalmers (Community Member)
- ▶ Geoffrey Larsen (Community Member)
- ▶ Sharon Langham (Cootamundra-Gundagai Regional Council)

GUESTS (SHOW ORGANISATION IF NOT ARTC)

- ▶ Rebecca Pickering (Director Engagement, Environment and Property)
- ▶ Helena Johansson (Stakeholder Engagement Lead)
- ▶ La Toya Pinner (Indigenous Participation Advisor – NSW)
- ▶ James White (Project Director, Inland Rail, transport for NSW)
- ▶ Shane Sykes (Inland Rail Regional Liaison Officer, Department of Infrastructure, Regional Development and Cities)
- ▶ John Zannes (Project Manager, Inland Rail, Transport for NSW)

Discussions

NO.	DISCUSSIONS
1. Welcome	The Chair welcomed all to the virtual meeting and introduced guest attendees.
Declarations of Interest	No new declarations
2. Minutes of Previous Meeting	It was noted that the minutes of the meeting on 28 November 2019 had been approved on 6 December 2019 and placed on the proponent's website.
3. Business Arising	<p>Heath Martin addressed the actions listed in the previous minutes.</p> <p>Action 1: Clarification of Numbers of rail movements: A2I –currently 12 trains, I2S – currently Nil; S2P – currently 5. Predicted movements by 2040: A2I – 19; I2S – 10; S2P – 17.</p> <p>Action 2: Clarification of area of native vegetation to be cleared: 115.16 hectares.</p> <p>Action 3: Availability of LiDAR survey data for Council: Has been sent to Cootamundra-Gundagai Regional Council. Follow up of availability to Junee Council outstanding.</p> <p>Action 4: Current option (Option B) the saving is 34 minutes; Junee-Stockinbingal (Option A) has similar time savings but approximately double the environmental impact. Full details of the options can be seen on page 51 of the Route Alignment History document.</p>

NO.	DISCUSSIONS
4. Correspondence	NIL
5. Proponent's Reports	<p>Rebecca Pickering, (Director Engagement, Environment and Property) introduced herself and her role in the ARTC and the staff changes made in the I2S Project team. Rebecca advised she works across all the projects for the entire route to ensure there is a level of consistency. Rebecca provided information on the broader program progress, including the P2N project which is already in construction and due to finish in July 2020. This project is a 'brown field' upgrade project which involves the full removal of the existing track, and rebuilding the entire formation, including new track and sleepers and fresh signalling, all within an existing rail corridor. N2NS will see the awarding shortly of construction contracts. All other projects are at a similar stage to I2S. All the projects have been challenged by COVID-19 impacts. Travel and field work have had to be curtailed; however, much has been achieved by working online.</p> <p>A route history document has been released, with a copy being sent to all CCC members. It provides a detailed discussion on how the Inland Rail route came about; the various studies undertaken by different governments providing a consolidation of a large number of reports.</p> <p>The Senate Inquiry into Inland Rail was launched in September 2019. Several hearings occurred in early 2020 in Queensland. The hearings planned for NSW have been deferred due to the coronavirus and advice is still pending as to what the next steps will be. It is likely hearings will recommence shortly. The ARTC welcomes the Inquiry and are participating through their own submission which is on the Inland Rail website. A snapshot of the achievements on the P2N Project was provided, with the presentation giving details of the regional benefits of that Inland Rail Project.</p> <p>Q. Is the signalling being installed the latest technology? That is, will it be compatible for use by private landholders who have level crossings through their property.</p> <p>A. It is modern signalling, but the detail will need to be taken as an action. (See Action)</p> <p>Q. Has the I2S route been modified?</p> <p>A. That is covered in Melvyn's presentation.</p> <p>Melvyn Maylin, I2S Project Director provided a briefing on his own background. Melvyn is a Civil Structural Engineer by profession, with a background in investigation, design and procurement for major infrastructure projects, including railroad and multimodal transport corridors in a number of countries around the world. Joined Inland Rail in late January 2020. Whilst the COVID-19 has disrupted the way we work but we have been able to progress technical design and environmental work.</p> <p>Where are we at and where we are going. Currently at Phase 2 – Feasibility, which includes community consultation, site investigations, reference design and Environmental Impact Assessment. Prior actions were summarised for context. Once a reference design and fixed alignment are achieved the project can proceed to finish the EIS. Over the last few months ongoing refinement and optimisation has been undertaken looking at both budget requirements, technical and environmental aspects. Put simply it is an exercise of improving 'value for money', without compromising service levels, environmental impact or stakeholder impacts.</p> <p>The Optimisation has focussed on review of the grade of the alignment, that is the steepness of the inclines and declines. Obviously, this is reflected in the amount of earthworks requirements and the associated costs. Regarding the question about drainage – it hasn't been a large factor in considerations to date, partly because of the nature of the terrain the route follows but will be updated in any final design.</p> <p>Optimisation has also focussed on road/rail interfaces (bridges and level crossings) and connections at each end of the I2S project. Whilst there is no final answer the work has been targeted within the Focussed Area of Investigation (FAI). The technical team has not been precluded from looking outside the FAI but nothing of substance has been flagged at this time. However, we expect the completion of the Optimisation to be completed within 2 to 3 months. The Reference Design will then need to be updated and finalised incorporating any changes and then update the EIS based on the updated Reference Design.</p>

NO.	DISCUSSIONS
	<p>Indicative timelines going forward are EIS approval Q3/Q4 2021; Select design and construction contractor Q4 2021; with Construction complete Q3 2024.</p> <p>Q. Drainage issue is more about sheet water coming off hills and the new line acting like a mini buffer dam.</p> <p>A. No significant drainage or water issues have been identified to date, however, will take the issue on notice and provide further information. (See Action)</p> <p>Q. Is the bridge over the Ironbong Road going to be deleted because of cost measures and be replaced with a level crossing in a different location?</p> <p>A. It is an option that has been looked at previously, the team are looking at issues like that where savings can be achieved, but at this stage it hasn't been finalised. That crossing as well as all crossings are under investigation as part of the Optimisation. At this stage there are no answers or advice that it is a better solution.</p> <p>Q. With the EIS coming out in a few months there is a concern once things get into the EIS it is very hard to change them?</p> <p>A. Clarifying the timeline - in 2 to 3 months we will have the outcomes of the Optimisation. These outcomes will have to go through a full evaluation of cost and what are the impacts. These will then be able to be shared before the Reference Design and the EIS are updated.</p> <p>Q. There is concern that the cost cutting exercise is looking after the interests of the ARTC, not necessarily about future transport needs?</p> <p>A. Nothing further can be added at this stage.</p> <p>Q. When will landowners whose properties are impacted be approached in respect to acquisition.</p> <p>A. The timing is based on when we think we have a preferred option.</p> <p>Q. There was thought the EIS approval was going to be in 2020 or has that been deferred?</p> <p>A. Certainly there is a deferral as there are further investigations being undertaken.</p> <p>Heath Martin, Stakeholder Engagement Manager. COVID-19 has impacted the stakeholder engagement team more than others. Provided a review of consultations that have occurred to date. Planning a comprehensive round of engagement when the updated reference design is received, currently expected around September 2020. Feedback from this round of engagement is collated and provided to the design team for consideration and into the updated reference design. Cootamundra and Junee projects have been successful in the recent round of Sponsorships and Donations and these will be advertised soon.</p>
6. General Business	<p>Q. Where is A2I project up to?</p> <p>A. The State Significant application has recently been submitted to DPIE. The Chair advised this was not a matter for this CCC.</p>

Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	Details of the signalling that is being installed for the projects?	MM	27 August 2020
2	What water and drainage issues have been identified?	MM	27 August 2020

Next Meeting

1pm Thursday 27 August 2020. Location to be advised.