

<b>Meeting title</b>	<b>North Star to Queensland Border (NS2B) Community Consultative Committee meeting 2</b>		
<b>Attendees</b>			
Michael Silver OAM (Independent Chair)	Richard Jane (Gwydir Shire Council)		
Geoff Cruickshank (Community Member)	Cr Sue Price (Moree Plains Shire Council)		
Robert Mackay (Community Member)	John Carleton (Moree Plains Shire Council)		
Andrew Mackay (Community Member)	Helena Orel (ARTC)		
Richard Doyle (Community Member)	John Carr (ARTC)		
Ian Uebergang (Community Member)	Ben Lippett (ARTC)		
Richard Sudholz (Community Member)	Chris Browne (ARTC – Border to Gowrie) [Observer]		
Alan Pearlman (Community Member)			
<b>Apologies</b>			
Patsy Cox, Dion Jones, Cr Rick Kearney			
<b>Location</b>	Gateway to Training Centre, Goondiwindi, Queensland	<b>Date &amp; start time</b>	20 February 2019, 1.15 pm AEST

<b>Topic</b>	<b>Discussion</b>
<b>1. Welcome</b>	<ul style="list-style-type: none"> <li>The Chair welcomed all to the meeting, noting Alan Pearlman was attending his first meeting and Chris Browne from ARTC as an observer.</li> </ul>
<b>2. Declarations of interest</b>	<ul style="list-style-type: none"> <li>Chair declared his pecuniary Interest:</li> <li>Michael Silver – expenses of Independent Chair/ Meeting Chair borne by ARTC.</li> <li>Geoff Cruickshank - declaring a non-pecuniary interest as a Director of North West Land Services.</li> <li>Alan Pearlman – declaring a non-pecuniary interest as the study area passes through his property and he has registered an interest in supplying construction material.</li> </ul>
<b>3. Community Consultative Committee - Observers</b>	<ul style="list-style-type: none"> <li>The Chair outlined the role of the CCC and highlighted the Community Consultative Committee Guidelines.</li> <li>The Chair noted the contents of the guidelines regarding the attendance of observers, having regard to members of the general community. Mr Silver indicated that the Committee had several options as to how it may wish to manage the attendance of observers.</li> <li>Mr Silver suggested that the Committee may wish to consider observer access for specific presentations or only components of a meeting or for the whole meeting.</li> <li>There was general agreement that members of the community may attend Committee meetings as observers, subject to prior knowledge and agreement of the Committee members. A request to attend a Committee meeting as an observer may be made directly to the Chair, or through a Committee member who shall advise the Chair prior to the meeting. The Chair shall then seek the concurrence of the Sub-committee to confirm the attendance of the observer.</li> </ul>
<b>4. Minutes of Previous Meeting</b>	<ul style="list-style-type: none"> <li>It was noted that the minutes of the previous meeting held on 5 December 2018 were approved on 2 January 2019.</li> <li>John Carr advised that he had not provided a response to the draft minutes when circulated. The Chair advised that any requested amendments should now be directed to him in writing by Mr Carr.</li> </ul>

	<ul style="list-style-type: none"> <li>• John Carleton advised that in respect of Rural Addressing that this was applied across the whole of Moree Plains Shire with a green stake providing address identification at the property gate. Cr Sue Price noted that inconsistencies in the quality of mapping leads to challenges in precisely identifying properties particularly for emergency services</li> </ul>
<p><b>5. Response to Actions</b></p>	<ol style="list-style-type: none"> <li>1. That ARTC present a report to the next meeting of the CCC outlining: <ul style="list-style-type: none"> <li>○ The benefits and disbenefits of Option A and Option D1</li> <li>○ Why Option A has not been further considered having regard to the following: <ul style="list-style-type: none"> <li>▪ Capital Costs – comparative costings</li> <li>▪ Flood modelling</li> <li>▪ Economic Opportunities</li> <li>▪ Safety</li> <li>▪ Rural Amenity</li> <li>▪ Environmental implications</li> </ul> </li> </ul> <p><b>Response:</b> <i>Contained in the Proponent's report to the meeting.</i></p> <p><i>John Carr advised that discussions had been held with the CEO Inland Rail regarding the structure of the MCA Independent Review report and a consultant had commenced work on the review. However, a timeframe on completion of the report has not been established.</i></p> </li> <li>2. That Richard Doyle provided a copy of the questions from landholders to the Inland Rail CEO at the meeting on 10 December 2018 to the Independent Chair by 16 December 2018. <p><b>Response:</b> <i>Memorandum dated 31 December 2018 provided to the Chair of the outcome of meeting with Inland Rail CEO held on 21 December 2018. Memorandum circulated to members.</i></p> </li> <li>3. That ARTC provide a report regarding cultural issues and indigenous engagement to the next CCC meeting. <p><b>Response:</b> <i>Contained in Proponent's report to meeting.</i></p> </li> <li>4. That ARTC provide advice to CCC members on the availability of mapping/bridges to the southern section of the alignment by 11 January 2019. <p><b>Response:</b> <i>Mapping of bridges of the south section of alignment will be part of the EIS put on public exhibition by the NSW Department of Planning &amp; Environment (DPE). The expected date for public exhibition is in late 2019.</i></p> </li> <li>5. That ARTC provide details to CCC members on the height of proposed bridge across the McIntyre River by 11 January 2019. <p><b>Response:</b> <i>The proposed Macintyre river bridge will be approximately 10 metres higher than the bank of the Macintyre River and approximately 20 metres higher than the bed of the Macintyre River.</i></p> <p><i>Mr Carr added that during the first week of March meetings are proposed to be held with key stakeholders and council's regarding the content of the EIS. He advised that the EIS was at the 95% completion point with 100% of the technical design associated with the flood modelling completed.</i></p> <p><i>A presentation on flood modelling will be made to the next CCC meeting.</i></p> </li> <li>6. That ARTC provide a report on its level of compliance with access agreements with landholders and pre-entry communication at the next CCC meeting.</li> </ol>

	<p><b>Response:</b> <i>Contained in Proponent's report to meeting</i></p> <p>7. That ARTC advise the legal status of unauthorized entry onto properties of its agents or contractors and who is liable should an incident occur at the next CCC meeting.</p> <p><b>Response:</b> <i>Contained in Proponent's report to meeting.</i></p> <p>8. That ARTC provide a report on the implications of the Inland Rail project on local planning schemes (subdivision standards, residual lots, dwelling entitlements) and how these issues will be addressed to the next CCC meeting.</p> <p><b>Response:</b> <i>Contained in Proponent's report to meeting.</i></p> <p>9. That ARTC provide timeframes regarding progress of the Narrabri to North Star component of the Inland Rail project at the next CCC meeting.</p> <p><b>Response:</b> <i>Contained in Proponent's report to meeting.</i></p>
<p><b>6. Correspondence</b></p>	<ul style="list-style-type: none"> <li>• The following correspondence was noted with copies previously forwarded to members:             <ol style="list-style-type: none"> <li>1. Goondiwindi Regional Council - Copy of correspondence to ARTC on proposed Inland Rail NS2B Preferred Alignment.</li> <li>2. Inland Rail – Copy of correspondence to Goondiwindi Regional Council responding to concerns over Inland Rail NS2B Preferred Alignment.</li> <li>3. NSW Planning &amp; Environment – Advising minor amendments to Community Consultative Committee Guidelines.</li> <li>4. ARTC - Providing responses to actions from meeting on 5 December 2018</li> <li>5. R Doyle – Memorandum on meeting with Inland Rail CEO</li> </ol> </li> </ul>
<p><b>7. Proponent's Presentation</b></p>	<p><i>John Carr, Ben Lippert and Helena Orel from ARTC presented the Proponent's Presentation (see the Inland Rail website, NS2B page).</i></p> <p><b>Response to Actions</b></p> <ul style="list-style-type: none"> <li>• John Carr opened the presentation and detailed responses to the actions in the previous minutes.</li> <li>• Mr Carr provided a summary report in response to the action requested by the CCC relative to the benefits and disbenefits of Option A and Option D1 and why Option A has not been further considered having regard to the following:             <ul style="list-style-type: none"> <li>○ Capital Costs – comparative costings</li> <li>○ Flood modelling</li> <li>○ Economic Opportunities</li> <li>○ Safety</li> <li>○ Rural Amenity</li> <li>○ Environmental implications</li> </ul> </li> </ul> <p>He reiterated that ARTC was examining the structure of the MCA Independent Review inclusive of a detailed cost comparison analysis between Option A and Option D1. He however was not able to provide a definitive timeline on its provision to the CCC. Mr Carr indicated he would advise the Chair when the report was presented to the CEO Inland Rail and when the Review and detailed cost comparison analysis would be available for consideration by the CCC.</p> <ul style="list-style-type: none"> <li>• Andrew MacKay and Richard Doyle questioned how economic benefit (at a local level) isn't sensitive to an alignment shift (viz closer to Goondiwindi). Mr Carr responded by advising that the economic assessment is undertaken as a regional analysis and</li> </ul>

consequentially changes in the alignment direction will have little impact.

- Mr Carr provided a detailed explanation of the scoring of the major factors considered under the Multi Criteria Analysis (MCA) process. He provided an in-depth analysis of the criteria and explained why Option D1 obtained a more favourable score than other options.

*The Chair opened the meeting to general discussion.*

- Richard Doyle expressed concern at the lack of detail in the presentation regarding the comparative costings of the options. He enquired as to when the full detail of comparative costing of the various options will be provided to the community? Mr Carr advised he could not provide a date as ARTC need to investigate the level of engineering work required to support the costing of the option and took the matter on notice.
- Ian Uebergang took exception to the ongoing delay in the provision of the MCA Independent Review Report and the detailed comparative costing information, noting that ARTC had advised it would be provided in the third week of November 2018, then by 10 December 2018 for discussion at the meeting with Inland Rail CEO on that day, then late February 2019 and now delivery of the report has been extended further. He expressed disappointment that the detailed report appears to have stalled, with no confirmation as to when the information will be provided.
- Mr Carr responded by indicating that the MCA process had been undertaken in conjunction with key stakeholders and that comments from all landholders had been considered.
- Mr Doyle advised that options were not identified or discussed with landholders, particularly on the south side. He suggested that there was no discussion with landholders on specific options.
- Alan Pearlman added that landholders' opinions have not been considered.
- Mr Carr advised that ARTC have met with landholders and discussed the proposed alignment.
- Mr Doyle challenged assumptions in the MCA suggesting that many are flawed having regard to what is now being designed, e.g. longer rail bridges for Option D1.
- Mr Carr said that the Feasibility Design, has delivered a far more extensive knowledge and understanding of the impacts of flooding. With this knowledge, there is also a heightened engineering maturity resulting in changes in how to cross the Macintyre River. But 'floodplain' is 'floodplain', so designs for both Option D1 and Option A would need to be upscaled as result of the additional knowledge and understanding of flood impacts.
- Mr Uebegang asked where the 6 kilometres of bridges fits into the design?
- Mr Carr advised that the figure of 6 kilometres of bridges is not fully correct. He indicated that there will be a significant number of bridges, but also other drainage structures contained in the design. Mr Carr advised that 3.7 kilometres of bridges and about one kilometre of other drainage structures would be incorporated into the design. Mr Carr indicated he would clarify the '6 kilometres of bridges' noted in the previous minutes.
- Robert MacKay suggested that 6 kilometres of bridge sounded more appealing than 3.7 kilometres.
- Mr Carr replied that a significant number of drainage structures were now incorporated into the design, with resultant less bridge length. Mr Carr then explained in detail the methodology employed in the design of pipes, culverts, bridges and other drainage structures.
- Mr Pearlman enquired as to whether consideration had been given to changes in farm land use practices having regard to surface water movement. Mr Carr indicated this had

been considered. Mr Pearlman clarified his question, indicating he was more concerned with the intensity of water flow with farm waterways ragingly dangerous. He suggested that changes to whole surface water flow systems can result in severe local impacts.

- Mr Carr advised he would take the comments by Mr Pearlman on notice regarding flood modelling and the implications of no till farm land resulting in intensified overland flows once ground is saturated.
- Mr Carr confirmed that the hydrologist would make a presentation on the flood modelling to the next meeting.
- Mr Doyle asked about the flood modelling methodology questioning the assumptions on water flows and concern over the sub-catchment analysis.
- Mr Carr said there was a need to ensure that landholders have confidence in the flood modelling. He then provided an overview of the methodology.
- Mr Doyle highlighted the complexity of the catchment and the implications of zero till cultivation across the catchment on run-off. He noted that the modelling would be based on the 1% Annual Exceedance Probability (AEP). He questioned whether the impacts of climate change would be considered.
- In response Mr Carr advised that climate change would be considered, noting it is a requirement within the Secretary's Environmental Assessment Requirements (SEARS).
- Richard Sudhoz highlighted the need for a collaborative discussion regarding the areas of concern. He suggested that preliminary design and documentation be made available to the CCC in order to more fully explore the issues. He further suggested that discussion with other technical disciplines involved might be of assistance in order to have a final discussion on how flooding and the flooding infrastructure on the rail line operates. Mr Carr questioned if a joint workshop of the hydrologist, structure and drainage along with the key stakeholders would be beneficial. There was general acknowledgement from the community members that such a workshop would be of benefit.
- Mr Doyle indicated that there had been limited meaningful engagement in respect of the project and he still had concerns about the flood modelling.
- Cr Sue Price sought advice on the capability of the flood model to address potentially unknown or unexpected events. Mr Carr advised that any scenario can be modelled but it's the probability of that scenario occurring that needs to be evaluated in respect of risk management.
- Mr Robert MacKay suggested that the D1 crossing of the McIntyre River is the highest risk, with Option A being a considerably lower risk. Mr Mackay also disputed the cost of the track in respect of the two options.
- In response Mr Carr advised that the height of the bridge over the McIntyre River was not driven by flood level issues but rather the minimum height requirements at Tucka Tucka Road and the efficiencies gained by using one long bridge with a consistent grade (on both approaches to the bridge) to achieve efficiency of train movement being the principle design parameter. The bridge height will be in excess of the 1% AEP flood level.
- General discussion proceeded on flood issues and modelling assumptions.
- Mr Doyle said that the structure ARTC proposes to build and where it is placed are the major community concerns. He noted that the level of risk of diversion of flood water is lower once across the Whalan floodplain.
- Ben Lippett advised there are still some studies to be completed that will feed into the Environmental Impact Statement (EIS). The EIS is expected to be 95% completed by the end of February 2019 with the document expected to be finalised in July 2019.
- Mr Lippett advised that the Cultural Heritage study was 50% completed with the Register Aboriginal Participants appointed and field work and community engagement

commenced. He indicated that ARTC is working on how to better engage with Aboriginal communities and becoming involved with Local Aboriginal Land Councils.

- Mr Lippett highlighted the principal Social Performance areas to be addressed – Workforce Management, Local and Indigenous Industry Participation, Housing and Accommodation, Health and Wellbeing and Community and Stakeholder Engagement.
- Mr Carr explain the social performance matters that are specific to the NS2B Project, particularly engaging with local councils and social infrastructure organisations. He noted the need to focus on identifying specific impacts and opportunities for the community services as well as engaging with business to forward plan for major projects.
- Mr Carr indicated that the information obtained will feed into the Social Impact Assessment for the project.
- Mr Carr and Mr Lippett discussed the Aboriginal participation in the project to date. This closed out the action from the initial meeting.
- Mr Carleton did express some concern over the consistency and quality of information flow in the development of the Social Impact Assessment. Mr Carr suggested that there has been improved continuity, more recently, since the project team has been engaged.
- Mr Lippett advised that ARTC will be seeking approval for a workers' accommodation facility for the project to be located at the North Star Sports Complex, with a capacity of up to 350 persons. He indicated that ARTC will be investigating what legacy infrastructure benefit can be provided through establishing a camp at North Star. Mr Lippert also advised that the final location of the camp would be at the discretion of the principal contractor. Should an alternative be sought this would require further approval and come at a cost and schedule delay.
- Mr Pearlman questioned whether all contractors will use the accommodation. Mr Carr suggested that this was probable but not guaranteed.
- Mr Lippett advised that as the project is State Significant Infrastructure Local Environmental Plan (LEP) provisions do not apply. He indicated that if the proposal results in fragmentation of land parcels to be below the minimum lot size outlined within the LEPs, landowners of fragmented land parcels may be constrained in the development potential of the residual lot. The impacts of property impact will be dealt with under the acquisition of land process. The Chair advised that discussions should occur with the DPE regarding a residual lot framework being included in the EIS.
- It was noted that the construction timeframe of the Narrabri to North Start section of the Inland Rail was Q1 2020 to Q3 2022.
- Mr Carleton suggested that an individual's professional integrity should always be respected during the meeting. He expressed the view that this was not always the case and trusted members would be cognisant of their responsibility to act in accordance with the Code of Conduct.

**Proponent's Report**

- Mr Carr advised that 100% of the Reference Design scheduled for completion by 4 March 2019 and 95% of the EIS will be submitted for internal review at the end of February 2019.
- Access Agreements (with one exception) in place along the full alignment.
- Planned week-long engagement with landholders with a focus on the contents of the EIS.
- In terms of borrow pits for construction material, Mr Carr advised that the preferred sites are being finalised with testing being undertaken to prove the material satisfies the necessary standards. The assessment of the selected borrow pits will then be incorporated into the EIS.

- Mr Lippett mentioned that the use of the borrow pits can only be for the requirements of the project. There will be no subsidiary use as a borrow pit/dam post ARTC use unless the individual land owner seeks their own approval for that use. Mr Lippett highlighted that these borrow pits will have a footprint of approximately 200m x 100m.
- Mr Carr advised that the MCA review had commenced with the consultant appointed. A report on the review is expected to be provided to the CEO in two weeks and then forwarded to key stakeholders during mid-March 2019.
- Environmental review – Mr Carr provided an overview of the project and work undertaken in preparing the EIS. Mr Lippett then stepped the Committee through the EIS preparation process.
- Mr Uebergang requested clarification on the train length. Mr Carr advised that it is proposed that trains will be 1.8 kilometres long. It is feasible that trains in the future could be up to 3.6 kilometres long.
- It was noted that construction of the North Star to Border proposal is expected to occur between 2021 and 2024 and will be staged. It was also noted that the overall Inland Rail project is scheduled for completion in 2025.
- Mr Carr and Ms Orel provided an outline of the construction process post determination of the project application. They highlighted the move to detailed engineering design which would consider location specific issues and involve ongoing discussion with adjacent landholders.
- Mr Lippett discussed the options in the construction delivery model. This ranged from a five and half day a week provision meeting Environmental Protection Authority noise and disturbance standards, or a non-stop delivery model negotiated with individual landholders. He said that noise/vibration would be the main considerations in discussions with landholders. Mr Doyle suggested the non-stop delivery model appeared quite favourable as it would reduce the extent of disruption to farming activities. He cautioned that it must also accommodate normal agricultural operation on properties.
- Mr Pearlman questioned the timing and nature of construction works and the impacts on farm operations particularly regarding location of crossings. Mr Uebergang also questioned when crossing locations will be confirmed. Mr Carr suggested that detailed negotiations with landholders regarding finalised rail crossing locations would occur following the EIS exhibition period.
- Mr Uebergang also questioned how the construction area would be isolated from farm operations. Mr Carr advised that exclusion fencing would be install prior to commencement of construction works to secure the construction site from the balance of the property and final fencing installed following construction of the rail line. There will be on going communication with the landholder during the construction program.
- Richard Jane commented on the need to ensure the continuity of availability of public roads during the construction period. He made the point that summary or short-term closure of roads, without necessary approvals, was unacceptable and suggested that a close liaison should be maintained with local councils. Ms Orel responded that road closure matters would be documented in the Traffic Management Plan and that ARTC was committed to a close working relationship with local councils.
- Mr Lippett provided an overview on field surveys, advising that aquatic and terrestrial ecology along with cultural heritage analysis in respect of the borrow pits remained incomplete. He also indicated Cultural Heritage assessment of the greenfield corridor remained outstanding
- Mr Lippett advised that it was now planned for the EIS to be submitted to the DPE for Adequacy Assessment in late July or early August 2019.

- Mr Doyle commented that it would be useful if feedback on ecological surveys, on a property-by-property basis, could be made available to individual landholders. Mr Lippett took the question on notice.
- Mr Lippett advised that feedback to major stakeholders on the EIS would be provided early in March.
- Mr Lippett advised that Mr Neil Collins of the BMT Group had been appointed to undertake the Independent Peer Review of the flood modelling.

**Stakeholder Engagement & Consultation**

- Ms Orel provided background information on the engagement and consultation program since 2015.
- Ms Orel also outlined the planned consultation program over the next couple of months up lodgement of the EIS.
- Ms Orel detailed property access arrangements and the application of Land Access Agreements with landholders.
- Ms Orel also provided a response to the action relating to ‘its level of compliance with access agreements with landholders and pre-entry communication’ advising as follows:
  - Access to properties requested for multiple investigations
  - Access arranged between landowners and stakeholder engagement team as per the landowners LAA requirements, terms and conditions
  - However, in some instances contractors accessed property without landowner approval or stakeholder team knowledge (lost, or thought they were on the right property)
  - ARTC advised landowners to ask any unauthorised visitors to leave property
  - Two landowners raised this issue with Inland Rail - July/August 2018
  - LAAs requirements have been reinforced with contractors and team
  - One point of contact for landowner and Inland Rail to manage communication / avoid miscommunication
  - Agreed access / communication protocol and follow up with landowner to close out
  - ARTC does not instruct nor approve of any of its employees/agents/contractors entering any property without authorisation (e.g. under a licence or a Land Access Agreement) or unlawfully.
  - If they do so, it is of their own accord and without authorisation from ARTC. Consequently, if an incident occurs, it is not ARTC’s responsibility.
  - However, if there was a miscommunication and one of ARTC’s employees/agents/contractors accessed third party land for Inland Rail purposes by accident – i.e. the reason for entering the land was to carry out work for Inland Rail, even if it was not authorised by ARTC at the time – ARTC will work with the landowner to rectify and compensate for any damage caused.
- Mr Uebergang highlighted that spraying may be required in some areas of cultivations at short notice. He accepted that several days of pre-entry notice was necessary but emphasis that notice of confirmation just prior to entry was essential in cropping areas to negate potential conflict with spraying operations. Mr Uebergang questioned how this will be managed. Ms Orel took this advice on notice.
- Mr Pearlman questioned whether it was the landholder’s responsibility to advise ARTC when they are spraying, even a short notice? Again, Ms Orel indicated that ARTC must give reasonable notice to the landholder of its need to access a property. Discussion proceeded on the access process, with Ms Orel taking the comments on notice.

	<ul style="list-style-type: none"> <li>Ms Orel also advised on the commencement of construction of the Parks to Narromine section of the Inland Rail and that 65 contractor employees were now resident in Parkes.</li> </ul>
<p><b>8. Actions</b></p>	<ol style="list-style-type: none"> <li>That ARTC advise a when a joint workshop of the hydrologist, structure and drainage technicians along with the key stakeholders can be held.</li> <li>That ARTC provide a presentation by the hydrologist on the flood modelling for the project at the next CCC meeting.</li> <li>That ARTC provide clarification on the '6 kilometres of bridges' matter at the next CCC meeting.</li> <li>That ARTC provide advice at the next CCC meeting as to whether data from ecological surveys could be made available to individual landholders on a property-by-property basis.</li> <li>That ARTC provide advice at the next CCC meeting on entry protocols to be implemented to mitigate potential conflict with crop spraying operations on properties.</li> </ol>
<p><b>9. Other Agenda Items</b></p>	<p>Members' questions on matters specific to project</p> <p><i>9.1 Isn't the Multi Criteria Assessment (MCA) process flawed due to:</i></p> <p><i>9.1.1 A lack of effective engagement with all effected and potentially effected landholders, community groups and Regional Councils prior to selection of preferred Option D1?</i></p> <p><i>9.1.2 Inadequate consideration of environmental risks?</i></p> <p><i>9.1.3 Inadequate provision for access to Inland Rail for Goondiwindi and South West Queensland?</i></p> <p><i>9.1.4 Engineering design assumptions and cost comparisons between Option D1 and Option A that were wildly inaccurate?</i></p> <p><i>9.2 To what extent was the MCA process used to determine the preferred Option?</i></p> <p><i>9.3 Can Inland Rail clarify that there is 6kms of bridging planned for NS2B?</i></p> <p><i>9.3.1 Can Inland provide a detailed plan as to where the bridging is to be located?</i></p> <p><i>9.4 How can a review of the costings of Option A relative to Option D1, with the benefit of updated hydrology, be done without detailed engineering designs for Option A?</i></p> <p><i>9.5 Will the MCA review and the review of costings for Option A vs Option D1 be seriously considered and could it change the determination of Inland Rail to proceed with Option D1?</i></p> <ul style="list-style-type: none"> <li>Given that the MCA Independent Review has not been completed, consideration of the above questions was deferred.</li> </ul>
<p><b>10. Actions</b></p>	<ol style="list-style-type: none"> <li>That ARTC advise the Independent Chair when the independent review of the MCA has been presented to the CEO of Inland Rail.</li> <li>That ARTC present the detailed cost comparison between Option A and Option D1, having regard to the independent review of the MCA, at the next CCC meeting.</li> <li>That the questions under 'Other Agenda Items' be considered at the next CCC meeting.</li> </ol>
<p><b>11. General business</b></p>	<ul style="list-style-type: none"> <li>Existing Rail Line – Mr Doyle enquired as to whether the redundant rail line in the existing rail corridor was to be removed. He indicated that some floodways were adversely</li> </ul>

impacted by the existing rail line. Mr Carr advised that where the current alignment (Option D1) turns to the right off the existing corridor, that 40 to 50 metres of the original track may be removed to mitigate flood impacts. Any other works to be undertaken on the existing rail line are outside the scope of this infrastructure development proposal.

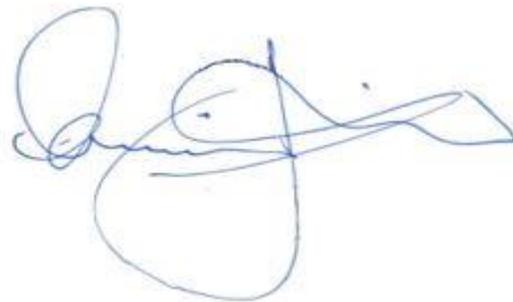
Mr Carleton commented that Moree Plains Shire Council had raised the issue of retention of the redundant rail line in its submission to the SEARs. Mr Lippett advised that ARTC was only seeking approval for the Inland Rail project.

Mr Carleton indicated that Moree Plains Shire Council will review the EIS when placed on exhibition and further consider its position on the issue.

**Next meeting:** Wednesday 3 April 2019 at Boggabilla.

**Meeting closed:** 4.30 pm AEST. The Chair thanked all for their attendance.

**12. Meeting minutes approved (as amended by meeting of 3 April 2019)**



Michael J. Silver OAM  
Independent Chair  
11 April 2019