

MEETING MINUTES

North Star to Border Inland Rail Community Consultative Committee

DATE / TIME

12 June 2020
10.00 am AEST

LOCATION

Video Conference:
Moree Plains Shire Council, Moree, NSW [M]
Goondiwindi Regional Council, Goondiwindi, Queensland [G]
On-line [O/L] as noted

FACILITATOR

Michael Silver OAM

MINUTE TAKER

Michael Silver OAM

DISTRIBUTION

NS2BCCC

ATTENDEES

- ▶ Michael Silver OAM (Independent Chair) [M]
- ▶ Robert Mackay (Community Member) [G]
- ▶ Andrew Mackay (Community Member) [G]
- ▶ Richard Doyle (Community Member) [G]
- ▶ Ian Uebergang (Community Member) [G]
- ▶ Richard Sudholz (Community Member) [G]
- ▶ Rex Weribone (Toomelah LALC) [G]
- ▶ Cr Sue Price OAM (Moree Plains Shire Council) [O/L]
- ▶ Laura Colley (Moree Plains Shire Council) [M]
- ▶ Dion Jones (Goondiwindi Regional Council) [G]
- ▶ Amy Beutel (Gwydir Shire Council) [M]
- ▶ John Carr (ARTC) [G]
- ▶ Ben Lippett (ARTC) [O/L]
- ▶ Naomi Tonscheck (ARTC) [G]

APOLOGIES

- ▶ Geoff Cruickshank (Community Member)
- ▶ Alan Pearlman (Community Member)
- ▶ Cr Jason Watts (Goondiwindi Regional Council)
- ▶ Alex Eddy (Gwydir Shire Council)
- ▶ Angus Witherby (Moree Plains Shire Council)

GUESTS

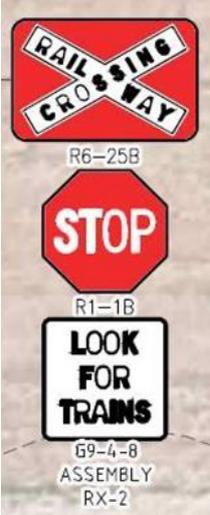
- ▶ Malcolm Peckham (Toomelah LALC) [G]
- ▶ Angela Doering (Department of Infrastructure, Transport, Cities and Regional Development) [M]
- ▶ Alexander Scott (NSW Department of Planning Industry and Environment) [O/L]
- ▶ James White (Transport for NSW) [O/L]
- ▶ John Zannes (Transport for NSW) [O/L]
- ▶ Andrew Skele (ARTC) [O/L]
- ▶ Rob McNamara (ARTC) [O/L]
- ▶ Sarah Delahunty (ARTC) [O/L]

Discussions

NO.	DISCUSSIONS
1. Welcome	The Chair welcomed all to the meeting, noting that this was the first meeting of the NS2BCCC to be conducted by video conference. Mr Silver outlined procedural protocols

NO.	DISCUSSIONS
	to be observed to support the efficient conduct of the meeting and to ensure that all members have an opportunity to express opinions. The Chair also acknowledged the representatives of Commonwealth and State Government agencies on-line and the Inland Rail staff observers.
2. Acknowledgement of Country	The Chair acknowledged the Traditional Owners of the land from which those joining the video conference come, and recognised the Traditional Owners continuing connection to land, water, and culture, paying respects to their Elders past, present and emerging.
3. Declarations of Interest	<p>The Chair noted the written declarations previously provided by Community Members of the NS2BCCC. Mr Silver highlighted that with the proponent moving towards lodgement of the Environmental Impact Statement (EIS) and consequently an identified and publicly notified focus area for the proposed alignment, Community Members should consider reviewing their previous declarations having regard to not only pecuniary interest but also non-pecuniary interests that may arise.</p> <ul style="list-style-type: none"> • Michael Silver – Pecuniary interest – expenses of Independent Chair borne by ARTC.
4. Minutes of Previous Meeting	It was noted that the minutes of the fifth meeting of the Committee, held on 7 February 2020 had been approved on 9 March 2020.
5. Business Arising	<ul style="list-style-type: none"> ○ Nil
6. Response to Actions	<p>Richard Doyle questioned the process of the presentation of Responses to Actions, noting that many of the responses to the 52 questions put to the proponent by the Stakeholder Group are also linked to Actions listed on the meeting agenda. He advised that the responses to the 52 questions had only been received earlier in the week and as such there is a need for considerably more time to review the responses.</p> <p>The Chair advised that written responses to the Actions will be provided by the proponent for incorporation into the minutes, but Mr Carr would provide a verbal overview of the Response to Actions.</p> <p>Mr Uebergang suggested that the CCC need to be permitted to ask questions.</p> <p>At this point the Chair noted that the 52 questions were matters raised by the Stakeholder Group and not by the CCC. Accordingly, the responses will be recorded as correspondence received by the CCC. In terms of review and questioning of the responses to those 52 questions that it is a matter for the members of the Stakeholder Group to take up individually or as a group with the proponent.</p> <p>The Chair provided an overview of the State Significant Infrastructure (SSI) process and noted that the proponent will be lodging an application, with an EIS that satisfies the Secretary’s Environmental Assessment Requirements (SEARs), seeking approval. The requisite public exhibition period provides opportunities for submissions to be made by interest parties and the community on the EIS.</p> <p>Mr Silver indicated where members have questions on the Responses to Actions or on the proponent’s presentation, they should ask them.</p> <p>6.1 That ARTC provide that an A3 map to CCC members that focusses on and clearly defines the extent of afflux and the changes in depth associated with the Option A and Option D1 relative to the 1% AEP event.</p> <ul style="list-style-type: none"> ○ In Stakeholder Pack <ul style="list-style-type: none"> ▪ Figure 4-1 – D1 Structure & Depth

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▪ Figure 4-2 – A Structure & Depth ▪ Fig 3-1 – D1 Afflux ▪ Fig 6-1 – A Afflux <p>6.2 That ARTC provide CCC members with clear digital images of the Option A and Option D1 designs.</p> <ul style="list-style-type: none"> ○ In Stakeholder Pack <ul style="list-style-type: none"> ▪ App A – D1 Reference Design ▪ App B – A Design ▪ Figure 4-1 – D1 Structure & Depth ▪ Figure 4-2 – A Structure & Depth <p>6.3 That ARTC provide to the CCC higher resolution images, on a side by side basis, to more clearly understand impacts of increase in afflux (and total depth) that has been identified in the flood modelling around Whalan Creek and the rail line.</p> <ul style="list-style-type: none"> ○ See Figure 53.1 in Appendix 1 to the minutes. <p>6.4 That ARTC provide details on how private rail crossings for stock movement will be manage, particularly whether early warning systems will be installed and how this will relate to the operation of the rail network under the Advanced Train Management System.</p> <ul style="list-style-type: none"> ○ Private rail level crossings will be subject to formal agreement by both parties and will set out the terms of use and responsibilities of both parties. ○ Installed at both sides of all private rail level crossings will be the RX-2 assembly of signs. The RX-2 sign assembly is made up of standard signs from the AS1742 – Manual of Uniform Traffic and Control Devices and consist of a ‘RAILWAY CROSSING’ sign(R6-25), a ‘STOP’ sign(R1-1) and a ‘LOOK FOR TRAINS’ sign(G9-4-8). ○ Management of people, stock, and vehicles will be the responsibility of the landowner as will be detailed in the agreement. Early warning systems at private rail level crossings are not proposed as the above RX-2 assembly is the industry norm. ○ All private level crossing locations undergo safety investigations to ensure that it complies with visibility and safety criteria. The agreement will also include a phone number that the landowner can use to contact ARTC to assist with safe person and/or stock crossing.

NO.	DISCUSSIONS
	 <p>6.5 That ARTC meet with Gwydir Shire Council to discuss design and rail crossing issues in the brownfield section of the Inland Rail project.</p> <ul style="list-style-type: none"> ○ ARTC met with Mr Alex Eddy (Manager Engineering Services) and then presented to Gwydir Shire Council on rail crossings on 4 March 2020.
<p>7. Correspondence</p>	<p>The following correspondence was noted.</p> <ul style="list-style-type: none"> ○ Inland Rail – Responses to Stakeholder Group’s 52 questions – distributed to CCC members. ○ BMT – Independent Review of Flood Model – distributed to CCC members.
<p>8. Proponent’s Presentation</p>	<p><i>John Carr and Ben Lippett gave the proponent’s presentation. A copy of the presentation was distributed to members before the meeting and is attached to the minutes. The presentation dealt with the following matters:</i></p> <ul style="list-style-type: none"> ○ Macintyre Flood Model Consultation ○ EIS Update and Consultation ○ Current Project Schedule ○ Next Steps <p>9.1 Project Status</p> <p>Mr Carr reported on the Macintyre River Flood Model noting the BMT’s independent review found the updated model ‘fit for purpose’. He also advised the responses to stakeholder questions has been distributed. Mr Carr also advised that the EIS had been submitted for adequacy review.</p> <p>Mr Carr indicated that support would be provided to Goondiwindi Regional Council to undertake an independent hydrology review. He also noted that the Independent Panel of Experts will review the Macintyre Flood Model and that the areas of the flood modelling in the Border to Gowrie section of the Inland Rail project will be included and referenced in the NS2B EIS.</p> <p>Mr Carr indicated that formal lodgement of the EIS is anticipated about two months after completion of the adequacy review. The EIS was submitted for adequacy review on 12 May 2020 and is expected to take 3 months to complete.</p>

NO.	DISCUSSIONS
	<p>Finally, he advised that recruitment is progressing for appointment of a Liaison Officer at the Goondiwindi office. Further there will be ongoing stakeholder engagement with attention to discussions with the Toomelah Local Aboriginal Land Council.</p>
<p>9. Presentation from Department of Planning Industry & Environment</p>	<p><i>Alexander Scott from Department of Planning Infrastructure Industry and Environment provided a presentation on the State Significant Infrastructure (SSI) Planning Assessment Process. A copy of the presentation is attached to the minutes.</i></p> <ul style="list-style-type: none"> ○ Following the presentation Mr Scott responded to questions from the CCC. <p>In response to Mr Doyle, Mr Scott advised that the standard exhibition period for the EIS is 28 days, but the Department will review representations for extensions. The length of the exhibition period is a matter for the Department. Mr Scott also highlighted the need to register to make a submission and receive updates on the progress of the assessment process.</p> <p>Chair's note: <i>Members of the community may subscribe to the DPIE Planning Portal to receive email alerts and stay up to date about the progress of an application. There are three ways to subscribe - by individual projects, local government areas, or by development type. To interact with the major projects' website individuals must first create an account. The major projects website enables individuals to have their say, stay up to date on projects and lodge all documentation to the DPIE in one accessible place. Individuals will receive email notifications about the progress of applications, view a history of all the submissions individuals have made. Once individuals have created an account, they have access to relevant and timely information. Individual project updates can be provided by clicking 'Notify Me' to receive notifications.</i></p> <p><i>Creating an account on the DPIE Planning Portal can be found at:</i> https://www.planningportal.nsw.gov.au/major-projects/services/create-account</p> <p><i>Establishing the 'Notify Me' link for the NS2B project can be made at:</i> https://www.planningportal.nsw.gov.au/major-projects/project/10221</p> <p>The Chair questioned whether there was provision for a public hearing associated with SSI projects. Mr Scott took this on notice – his subsequent advice is that public hearings do not apply to SSI projects. Mr Silver also sought clarification on whether the Independent Planning Commission will have a role in the determination of the project and who will be the consent authority. Mr Scott took these questions on notice.</p> <p>Mr Uebergang highlighted the issues and challenges of telecommunications in regional areas in the vicinity of the NS2B project. He indicated that without hard copies of the EIS some members of the community will be significantly disadvantaged. In response Ben Lippett advised that it was a Ministerial Order that establishes how an EIS is to be exhibited. Mr Lippett advised that Inland Rail is examining all options regarding exhibition and distribution of the EIS. He said that various digital mechanisms are being examined including placing the EIS on USBs. He also noted the limited internet access at Toomelah with examination of methods to assist that community being considered.</p> <p>Andrew Skele, with the concurrence of the Chair, advised that persons making submissions to the EIS may do so via the DPIE Planning Portal.</p> <p>Chair's note: <i>Submissions to the EIS may also be lodged by sending a physical copy of the submission to DPIE by post or hand deliver it to one of the Department's offices. The submission must include:</i></p>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▪ <i>Submitter's name and address, at the top of the letter only;</i> ▪ <i>The name of the application and the application number;</i> ▪ <i>A statement on whether the submission supports or objects to the proposal;</i> ▪ <i>The reasons for supporting or objecting to the proposal; and</i> ▪ <i>A declaration of any reportable political donations made by the submitter in the previous two years.</i> <p><i>The submission must reach the Department before the close of the exhibition period and should be addressed to:</i></p> <p><i>Planning and Assessment Department of Planning, Industry and Environment Locked Bag 5022 Parramatta NSW 2124</i></p> <p>Andrew Mackay questioned why newspapers have been removed from the advertising regime for publicising the EIS exhibition. Mr Scott advised that with the recent closure of numerous local newspapers, the local advertising of projects was problematic, however this is subject to ongoing review and where local newspapers are operative this medium will be used. Mr Scott noted that there remains a requirement to advertise projects in a national newspaper.</p> <p>The Chair thanked Mr Scott for his informative presentation.</p> <p>Chair's note: <i>Mr Scott has subsequently advised:</i></p> <ul style="list-style-type: none"> ○ <i>The Independent Planning Commission (IPC) only has delegation for State Significant Development (SSD)</i> ○ <i>The Minister for Planning and Public Spaces (or their delegate if applicable) is the consent authority for State Significant Infrastructure</i> ○ <i>Public hearings only apply to SSDs determined by the IPC (if the Minister for Planning and Public Spaces determines that it should occur)</i>
<p>10. Presentation from Transport for New South Wales</p>	<p><i>Mr James White from Transport for NSW provided a presentation on the property acquisition process and the NSW Land Acquisition (Just Terms Compensation) Act 1991. A copy of the presentation is attached to the minutes.</i></p> <p>Mr White noted that ARTC is an unlisted public company and that the Federal Government and the NSW Government have entered a bilateral agreement supporting the delivery of the Inland Rail project. Inland Rail will be part of the ARTC network with the network leased from the NSW Government.</p> <p>ARTC is not an acquisition authority, consequently, to ensure a fair and equitable process all acquisitions will be undertaken in accordance with the provisions of the NSW Land Acquisition (Just Terms Compensation) Act 1991 with Transport for NSW being the responsible government agency. ARTC and Transport for NSW have agreed that all acquisitions, whether they are by agreement or the compulsory process will be undertaken and assessed in accordance with the provisions of the Act.</p> <p>Mr White noted that about 92% of acquisitions are finalised by negotiated agreement with appropriate acknowledgement of the considerations of the property owner. In this regard the provisions of Section 55 relating to the heads of compensation are to be considered including market value, any special value, severance, disturbance, and disadvantage are considerations in the preparation of a compensation amount.</p> <p>Mr Doyle question whether the Act provides for costs for assistance with professional advice and assistance. Mr White responded that costs for</p>

NO.	DISCUSSIONS
	<p>professional advice are considered – landholders should discuss these requirements and costs with the proponent early in the process.</p> <p>The Chair questioned how the formal acquisition process is initiated. Mr White advised that a notice under Section 10A of the Act commences this process, providing for a 6 month’s period of negotiation. However, once the focus area for the alignment is confirmed and ARTC know the extent of land required, land holders should engage with the proponent as early as possible.</p> <p>Mr Doyle questioned how likely impacts of the project will be assessed on individual properties subject to the acquisition process, particularly in the floodplain having regard to the probable impact based on the design work. He noted that the project provides for an overall 1% Annual Probable Exceedance (AEP) flood impact for the reference design as the major impact, however, how will more extreme impacts be considered in the valuation process. Mr White acknowledged this is a difficult question. He suggested this is an issue for the valuers to consider and make their determinations as part of the valuation assessment.</p> <p>Mr Doyle sought clarification as to the extent of financial compensation – that it will only apply to landholders directly impacted by the project? He questioned what compensation is available to those on the ‘fringe’, particularly where the impacts of flood or noise are concerned. Mr White confirmed that financial compensation will only occur where property is directly impacted by the alignment. Mr Lippett advised that matters such as noise, which may impact properties nearby to the alignment, are addressed in the EIS. In this regard the proponent needs to show how it will mitigate these issues. Mr Doyle continued to express his concern - it was suggested that he examine the EIS, when available, and make a submission during exhibition period.</p> <p>Ian Uebergang noted that the SEARs require that the design addresses the impacts of a 1% AEP event. He suggested the 1% AEP design criteria was an absolute minimum and that the 1976 flood event in the Macintyre River floodplain plus the impacts of climate change should be the baseline for project design. Mr White responded that the proponent can only respond to what is required by the SEARs.</p> <p>Mr Uebergang reiterated that the 1% AEP standard is an “undershoot”. He suggested that the 1976 flood event is a 0.5% AEP event and should be considered as the basis for design and compensation. Mr White responded that from a compensation perspective, the valuers will need to have regard to the implications of the 1976 flood event.</p> <p>Mr Uebergang noted the bridging designs will result in an increase in afflux. He questioned how this is considered, particularly where some land that will be affected is not property required for the alignment. Mr White indicated these issues are matters for the valuers to consider or the proponent to mitigate as appropriate. Mr Scott highlighted that the SEARs requires the proponent to consider all flood events up to the Probable Maximum Flood (PMF).</p> <p>Chair’s note: <i>The NSW Flood Plan Glossary (February 2018) which supports the NSW State Flood Plan defines Probable Maximum Flood (PMF) as the largest flood that could conceivably be expected to occur at a particular location, usually estimated from probable maximum precipitation. The PMF defines the maximum extent of flood prone land, that is, the floodplain. It is difficult to define a meaningful Annual Exceedance Probability for the PMF, but it is commonly assumed to be of the order of 10⁴ to 10⁷ (once in 10,000 to 10,000,000 years).</i></p>

NO.	DISCUSSIONS
	<p>John Carr confirmed that the EIS deals with all flood scenarios, as required by the SEARs, from the 1% AEP up to the PMF. Consequently, he is confident the EIS addresses the flood impacts up to the PMF and consequential mitigation measures. Mr Carr indicated that individual lot/property plans are being prepared for discussion with property owners regarding potential flood impacts.</p> <p>Mr Doyle questioned whether the minimum requirements of the SEARs will form the basis for compensation should the project be approved. Mr White indicated that the valuation would have regard to any approval, but this will not be the only consideration in the development of the compensation amount. Mr White suggested that the compensation may be established using the <i>'before and after'</i> valuation methodology. Robert Mackay commented that the <i>'before flooding'</i> is already compromised because it was caused by the previous railway line. Mr White advised that the compensation is determined at a point in time – with the current circumstances as the base.</p> <p>Andrew Mackay requested clarification if after six months negotiation no agreement is reached regarding acquisition. Mr White responded that ARTC and Transport for NSW will then commence the compulsory process if no or only some agreement has been reached. This will result in the issue of a 90 day's proposed acquisition notice being issued to the property owner.</p> <p>Mr Doyle requested clarification on consideration given to compensation for <i>'disturbance'</i>. Mr White confirmed this is considered and noted that this may require additional professional input, such as agronomists in the development of the compensation amount. Mr Doyle suggested that property owners will require appropriate representation in assessing these issues. Mr White reaffirmed his earlier advice that property owners need to agree <i>'up front'</i> with the proponent the nature and extent of professional assistance required in order that the costs of engaging the consultants are borne by the proponent.</p> <p>The Chair thank Mr White for his in-depth presentation.</p>
<p>11. Presentation from Department of Infrastructure, Transport, Cities and Regional Development</p>	<p><i>Angela Doering of the Department of Infrastructure, Transport, Cities and Regional Development provided an overview of Commonwealth Government initiatives associated with the Inland Rail project.</i></p> <ul style="list-style-type: none"> ○ Interface Improvement Program <p>By way of background, Ms Doering advised that in the FY19-20 budget the Australian Government committed \$44 million over two years to an Inland Rail Interface Improvement Program (II Program) to maximise the national benefits of Inland Rail by better connecting the national freight rail network with regional Australia. Under the II Program, there is funding for:</p> <ul style="list-style-type: none"> ▪ A \$20.0 million Inland Rail Productivity Enhancement Program (PEP) to develop feasibility studies and strategic business cases to assess the costs and benefits of proposed improvements to the interface between supply chains and Inland Rail, with a view to improving supply chain and community resilience. ▪ A \$24.0 million Inland Rail Country Lines Improvement Program (CLIP) to develop feasibility studies and strategic business cases to assess the costs and benefits of proposed improvements to country lines that intersect with Inland Rail, with a view to potentially accommodating longer, heavier and faster trains.

NO.	DISCUSSIONS
	<p>When local ideas meet the II Program information requirements and deliver against program principles, eligible proponents are provided with specialist business case advisor support to develop their proposal through pre-feasibility studies, feasibility studies and strategic business cases (as appropriate, based on the gateway assessment process for the II Program). Advisors work directly with eligible proponents but are directly contracted by the Department using administered Program funds.</p> <p>The II Program does not provide or guarantee funding for projects to be delivered. By providing business case support, this Program helps local industry, organisations, governments, and communities assess the costs and benefits of their proposed idea and make a case for further investment.</p> <p>An Ernst and Young (EY) Australia-led consortium has been procured by the Department to work with proponents for the 20 proposals (four prioritised proposals and 16 round one proponent proposals) announced by the Australian Government as eligible for the II Program.</p> <ul style="list-style-type: none"> o Update <p>The Department has flagged on its webpage (inlandrail.gov.au) that a second round expressions of interest process is expected to open mid-2020; consideration is being given to timing options for a second round in view of the impacts arising from the COVID-19 environment and these details and other information will be updated in the very near future on the Department's webpage once available.</p> <p>To identify proposals suitable for consideration under this program, we encourage potential proponents to start preparing the information needed for a successful proposal. We suggest:</p> <ul style="list-style-type: none"> o Studying the program criteria your proposal will need to meet for productivity enhancements and improvements to country lines o Getting familiar with the information you will need to provide if you submit a proposal o Understanding the gateway process proposals go through <p>For extra insights, you can watch the video briefing provided in the last round, see the proposals which were successful in the first round or contact your regional liaison officer. This information and more about the Interface Improvement Program can be found at https://www.inlandrail.gov.au/regional-development/interface-improvement-program</p> <p>The Chair thanked Ms Doering for the advice.</p>
<p>12. Other Agenda Items</p>	<p><i>The following Other Agenda Items were submitted by Richard Doyle, Robert Mackay, Andrew Mackay, and Ian Uebergang.</i></p> <p>The Chair noted that some of the Other Agenda Items were statements rather than questions. Mr Doyle acknowledged this, however indicated that the CCC forum was a mechanism by which the Stakeholder Group can have its concerns placed on the public record. The Chair indicated that the comments and matters raised under Other Agenda Items on the meeting agenda would be incorporated into the meeting minutes. He also referred to the Community Consultative Committee Guidelines having regard to the role of a CCC.</p> <p>Responses, comments, and discussion regarding each item are recorded below the item.</p>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • 12.1 We wish to formally respond to public statements made by ARTC regarding the Stakeholder engagement held on 8 February 2020 in the April Project Update: <ul style="list-style-type: none"> A) We do not agree with the statement <i>that "...general acceptance of the Macintyre Flood model"</i>. This is a misrepresentation of the opinion of many in attendance at the meeting. There are significant areas of concern regarding the estimated peak flow rates at the junction of the rivers and further downstream including at Boggabilla and Goondiwindi, the estimated diversion of floodwaters from natural flow paths, and the way the model interprets the impact of the proposed reference design. These concerns remain un-addressed. B) We do not agree with the statement that <i>".. participantsasked ...and we agreedto delay the public Exhibition of the EIS"</i>. In our view it was agreed that the LODGEMENT of the EIS be delayed until the questions and concerns of the participants had been addressed. Notwithstanding the many months we had waited for the information presented at the 8 February 2020 stakeholders meeting, we were required to respond to the detailed presentation within 6 days so that they could be dealt with expediently prior to lodgement. We wish to register our considerable displeasure that the EIS has been lodged in contravention of the undertakings ARTC gave us. <p>Discussion: Mr Doyle indicated there was a different understanding by the Stakeholders of the what further actions would be taken regarding 'lodgement' of the EIS with DPIE. He noted Mr Scott's earlier advice regarding adequacy assessment but considered the proponents had not adhered to the agreement reached at the Stakeholder engagement. The Chair advised that submission of the EIS for adequacy assessment was not lodgement for the purpose of public exhibition.</p> <p>12.2. We wish to inform the CCC that ARTC has still made no response to any of the series of questions raised by the community following their presentation regarding updates to the flood modelling, and design comparisons between option D1 and A. This despite a request from ARTC that the community respond within 6 days of the presentation on 8 February 2020 after waiting for this information for over 2 years.</p> <p>Discussion: Mr Doyle noted that the responses to the 52 questions had been received two days before the CCC meeting. He expressed concern that the timing of the receipt of the answers allowed little time to assess these responses. The Chair commented that the comprehensive nature of the answers gave the Stakeholders an early 'heads up' on the content of the EIS regarding flood related matters.</p> <p>12.3 We are aware of the letter from the Deputy Prime Minister to Goondiwindi Regional Council regarding funds being available via ARTC to conduct an independent review of modelling and hydrology in the Macintyre Valley and call on the CCC and the Minister to direct ARTC to cease their obstruction and provide the funds as indicated by the Deputy Prime Minister and allow a comprehensive independent review of the full technical Hydrological model.</p> <p>Discussion: Mr Doyle called on the proponent to make the Macintyre Flood Model available for independent review. Mr Carr advised that ARTC is working with Goondiwindi Regional Council on an agreed scope for a review. Mr Lippett noted that the SEARs for the project also required an independent review of the flood modelling which has been undertaken.</p>

NO.	DISCUSSIONS
	<p>12.4 Independent Panel of Experts: An Independent panel of expert hydrologists has been appointed by the Federal and Queensland Governments. Jurisdictional issues will prevent this group from considering these issues on the Macintyre floodplain as a significant proportion of the floodplain lies on the NSW side of the river. We request the CCC to support a call for support from the Federal and State Governments of Queensland and New South Wales to ensure that a proper independent review of the hydrological modelling and proposed reference design be conducted to give assurance to the local community.</p> <p>Discussion: Mr Doyle sought clarification on the jurisdiction and role of the Independent Panel of Experts appointed to review flood issues in Queensland relative to the Macintyre Flood Modelling in NSW. Mr Carr advised he was not aware of the extent of the Panel's jurisdiction or whether the Queensland Department of Transport and Main Roads (TMR) will have regard to flood impacts in NSW in assessing the Border to Gowrie Inland Rail project.</p> <p>12.5 To be clear to the CCC, the repeated disappointment created by ARTC's flippant disregard for the community by their obfuscation, repeated misrepresentations, tardiness or contemptuous disregard for the issues still unanswered has destroyed any confidence that may have been built with us and nothing less than a completely independent review of the model and its underlying assumptions will satisfy affected landholders and community members.</p> <p>Discussion: The Chair noted the comment.</p> <ul style="list-style-type: none"> 12.6 The EIS for the Border to Gowrie (B2G) has been lodged with the relevant Queensland Department at end of November 2019. This lodgement occurred prior to the update to the hydrological model including incorporation of the 2019 LiDAR run and other changes. We would request the support of this CCC to communicate with the Queensland Government to alert them to this issue and ensure they consider properly, flooding and hydrology issues along the Macintyre River as part of their review. <p>Discussion: Mr Uebergang commented that the flood modelling for the B2G project is based outdated LiDAR information and as such the B2G flooding modelling is effectively compromised. Dick Sudholz that flooding of the Macintyre River is far greater in NSW but is driven by flows from Queensland – the flood modelling requires accurate landform data on both sides of the border. Mr Carr advised that the flood modelling for the B2G and the NS2B Inland Rail projects has been undertaken by the same company - Future Freight Joint Venture (FFJV). Mr Carr further advised that the validating technical detail is the same for both models, consequently if the model is fit for purpose in NSW it is also suitable in the Queensland situation.</p> <p>In response to an inquiry from the Chair, Mr Scott indicated the DPIE does interact with its Queensland counterparts. Mr Lippett advised that there will be two separate state approvals for the respective projects but noted there is a collaboration agreement between the two state jurisdictions regarding state agency activities on the Queensland and NSW border region, as well as the respective Local Government Areas. Consequently, there will be interface between DPIE (NSW) and the Office of the Coordinator General (OCG) in Queensland to ensure the determinations align. Mr Lippett recommended the members review the B2G and the Independent Flood Panel Terms of Reference for clarification on the requirements of assessment as part of the B2G EIS.</p> <ul style="list-style-type: none"> 12.7 Communications: ARTC have indicated a start to construction on N2NS by October 2020. We would request this CCC to repeat its calls for immediate

NO.	DISCUSSIONS
	<p>attention to telecommunications upgrades in the area around North Star. Given the location of a work camp in North Star the already sub-standard mobile service in this area will be overloaded by the increased usage created by ARTC activity on Inland Rail N2NS and later NS2B.</p> <p>Discussion: The Chair indicated he would follow up on the concerns with the Member for Parkes. ACTION</p>
<p>13. General Business</p>	<ul style="list-style-type: none"> <p>EIS – Public Exhibition Period</p> <p>The Chair sought the CCC thoughts on the exhibition period for the EIS, noting the statutory requirement for a minimum 28 day’s exhibition. Mr Doyle commented that 28 days is not long enough given the complexity of the issues to be considered.</p> <p>Alexander Scott outlined the extensive exhibition and assessment process to be followed under the legislation.</p> <p>Mr Doyle suggested 60 days. Mr Lippett advised that the total statement including associated technical support documents amounts to 5700 pages, although the exhibition EIS will amount to about 1500 pages. He again highlighted that an extensive consultation and document availability program was being examined for delivery during the exhibition period.</p> <p>Mr Uebergang noted the significant public interest and suggested the exhibition period should extend beyond 28 days. After discussion, there was concurrence that the Chair should advise DPIE that the NS2BCCC suggests that the EIS for the project should be publicly exhibited for a period of 42 days. ACTION</p> <p>Meeting Closed at 12.30 pm. AEST. The Chair thanked all for their contribution and involvement.</p>

Actions

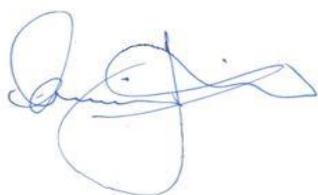
NO.	ACTIONS	ACTION BY	DUE DATE
1	That ARTC provide advice at the next CCC meeting on entry protocols to be implemented to mitigate potential conflict with crop spraying operations on properties	BL COMPLETED	07/02/2020
2	That ARTC present the detailed cost comparison between Option A and Option D1, having regard to the independent review of the MCA, at the next CCC meeting.	JC COMPLETED	07/02/2020
3	<p>That the following questions under “Other Agenda Items” at the September 2019 meeting be considered at the next CCC meeting as follows:</p> <p>Is not the MCA process flawed due to?</p> <ul style="list-style-type: none"> Can inland provide a detailed plan as to where the bridging is be located? 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? 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? 	JC COMPLETED	07/02/20

NO.	ACTIONS	ACTION BY	DUE DATE
	<ul style="list-style-type: none"> That ARTC provide copies of mapping of the flooding as part of the analysis of Option A to Option D1 comparison to a future meeting of the CCC. 		
4	That ARTC provide a map of the proposed crossing loop with dimensions and relationship to adjoining property to CC members.	BL COMPLETED	07/02/2020
5	That ARTC advise the CCC at the next meeting of the outcome of further discussions with the North Star Sports Club regarding possible location of the proposed accommodation camp.	BL COMPLETED	07/02/2020
6	That ARTC advise how it will address external road traffic noise at rail crossings (e.g. truck horns) at the next meeting.	BL COMPLETED	07/02/2020
7	That the Chair make representations through the local Federal Member regarding opportunities for potential improvements to telecommunication services to communities along the NS2B Inland Rail alignment.	MJS COMPLETED	17/01/2020
8	That ARTC provide that an A3 map to CCC members that focusses on and clearly defines the extent of afflux and the changes in depth associated with the Option A and Option D1 relative to the 1% AEP event.	JC COMPLETED	06/03/2020
9	That ARTC provide CCC members with clear digital images of the Option A and Option D1 designs	JC COMPLETED	06/03/2020
10	That ARTC provide to the CCC higher resolution images, on a side by side basis, to more clearly understand impacts of increase in afflux (and total depth) that has been identified in the flood modelling around Whalan Creek and the rail line.	JC COMPLETED	03/04/2020
12	That ARTC provide details on how private rail crossings for stock movement will be manage, particularly whether early warning systems will be installed and how this will relate to the operation of the rail network under the Advanced Train Management System.	JC COMPLETED	12/05/2020
13	That ARTC meet with Gwydir Shire Council to discuss design and rail crossing issues in the brownfield section of the Inland Rail project.	JC COMPLETED	03/04/2020
14	That the Chair make enquiries with the Member for Parkes regarding any action being taken to mitigate potential impacts on the existing telecommunications network in the vicinity of the Narrabri to North Star Inland Rail upgrade as a consequence of the possible establishment of a worker's camp in the area.	MJS COMPLETED	01/07/2020
15	That the Chair advise DPIE that the NS2BCCC suggests that the EIS for the project should be publicly exhibited for a period of 42 days.	MJS	01/08/2020

Next Meeting

The next meeting will be held at a date, time, and venue to be confirmed.

Meeting minutes approved.



Michael J. Silver OAM
Independent Chair
8 July 2020

APPENDIX 1

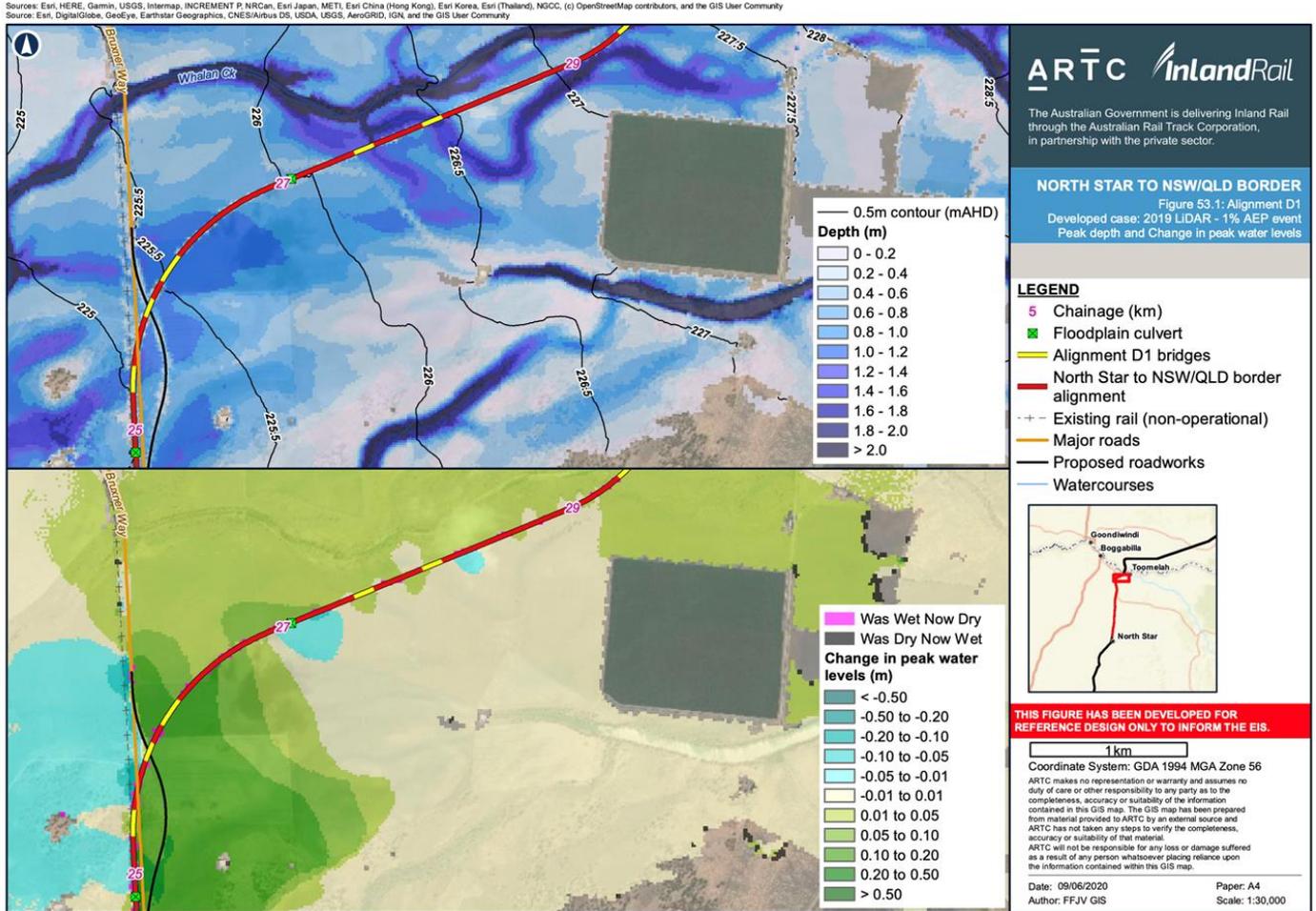


Figure 53.1 – Depth and Afflux at Whalan Creek – 1%AEP Event