

MEETING MINUTES

Scenic Rim Community Consultative Committee

DATE / TIME

15 October 2020
5:30pm – 8:00pm

LOCATION

Ipswich Railway Museum, North Ipswich

MINUTE TAKER

Amanda Quayle

ATTENDEES (SHOW ORGANISATION IF NOT ARTC)

- Ms Kathy Baburin - Chair ▶ SRCCC
- Mr Adrian Stephan ▶ SRCCC
- Mr Simon Birrell ▶ SRCCC
- Mr Dennis Dwyer ▶ SRCCC
- Ms Angela Collyer ▶ SRCCC
- Mr Robert Collett ▶ SRCCC
- Ms Jan McGregor ▶ SRCCC
- Mr Mike Townsend ▶ SRCCC
- Ms Rosemaree Thomasson ▶ SRCCC

Apologies

- Ms Alison Duke-Gibb
- Mr Phillip Bell
- Ms Robyn Keenan
- Ms Narrella Simpson
- Mr Bruce Trevena

ARTC INLAND RAIL

- Mr Long Vo ▶ ARTC Inland Rail
- Ms Rebecca Pickering ▶ ARTC Inland Rail
- Ms Sarah Delahunty ▶ ARTC Inland Rail
- Mr Damien Morrissey ▶ ARTC Inland Rail
- Ms Susan Lodge ▶ ARTC Inland Rail
- Ms Helen Williams ▶ ARTC Inland Rail
- Ms Amanda Quayle ▶ ARTC Inland Rail
- Ms Candy Pang ▶ ARTC Inland Rail
- Ms Belinda Scott-Toms ▶ ARTC Inland Rail
- Mr Rhys Carey ▶ ARTC Inland Rail
- Mr Gervais Naidoo ▶ ARTC Inland Rail
- Mr Stuart Stark ▶ ARTC Inland Rail

DISCUSSIONS

NO.	DISCUSSIONS
1	Introduction and Acknowledgement of Country. KB requested that everyone adhere to COVID19 distancing measures. Hand sanitizer is available throughout the room.
2	Conflict of interest

NO.	DISCUSSIONS
	No conflicts raised in the meeting.
3	<p>Update of actions from last meeting</p> <ul style="list-style-type: none"> • Three items remain outstanding from the actions in July which are: • A bus tour of the C2K alignment with the CCC. AQ advised that 24 people are permitted on a bus together and KB suggested the CCC proceed with booking this tour. • An additional meeting to discuss the draft Environmental Impact Statement (EIS) will be held when the Office of the Coordinator-General (OCG) says the content in fit for public notification. • Responses to the Committee regarding detailed design process and train movements.
4	<p>Chair of the Independent International Panel of Experts for Flood Studies in Queensland – Mr Mark Babister</p> <ul style="list-style-type: none"> • MB is one of five members on a panel that is conducting an independent assessment of flood modelling work undertaken by ARTC Inland Rail in Queensland. • Assessment will be made against national and state engineering requirements as well as industry best practice. • Findings from the panel will be made public along with the public notification of the draft EIS. • Calvert to Kagaru is the first project undergoing review, this has commenced <ul style="list-style-type: none"> ○ MB to send the presentation to AQ to share with everyone ○ MB - Flood investigation reports to be distributed • MB encouraged the public to contact them with any information or insights they want to share about flooding in the project area. Email address is: InlandRailFloodPanel@tmr.qld.gov.au • JM asked when the flood investigation report will be released to the public. • MB responded that the findings of the flood Investigation will be released at the same time as release of draft EIS for public consultation. • KB clarified that the timing of the release of the draft EIS is to be confirmed by the OCG.
5	<p>C2K Project update presented by Long Vo</p> <ul style="list-style-type: none"> • In progress: Ensure EIS meets the requirements of the Terms of Reference and is fit for public notification • Working closely with councils, Transport and Main Roads (TMR), Queensland Rail (QR), local community to document all impacts along the proposed alignment. This will be part of the commercial documents that will be provided to the proponents. • Upcoming milestones are to release the Public Private Partnership (PPP) Request for Proposal (RFP) and the EIS • ARTC Inland Rail is developing three key documents: <ul style="list-style-type: none"> ▪ Commercial Deeds ▪ Project scope and technical requirements ▪ Finalised record which documents open comments that require further discussion. E.g. Councils position on level crossings. <p>Draft EIS update presented by Susan Lodge</p> <ul style="list-style-type: none"> • Currently working with the OCG on the adequacy review of the EIS against the ToR • The OCG has requested clarification on a number of issues prior to releasing the draft EIS for public consultation, including: <ul style="list-style-type: none"> ▪ Traffic modelling ▪ Social impact management ▪ Inland Rail Queensland Offsets Strategy ▪ Flora and fauna impact ▪ Air quality ▪ Cultural heritage

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> ▪ Additional consultation • SB raised concerns about the draft EIS public consultation being six weeks during school holidays and over the Christmas period. • KB stated that she has shared the same concern with the OCG. • OCG have said they will hold a submissions workshop when the EIS is released. • RP added that the timing of the public notification period is a decision for the OCG. They are listening to feedback regarding consultation timeframes and taking them into consideration.
5	<p>Aboriginal Cultural Heritage presented by Damien Morrissey</p> <ul style="list-style-type: none"> • Cultural heritage investigations with local Indigenous and cultural heritage groups has been occurring on C2K project area since mid-2019. • This involved walkovers on public and private land. • All surveys have been undertaken using the terms of Queensland cultural heritage management plans which protect and manage any artefacts found and minimise any impacts ARTC Inland Rail may have on those sites during construction and operation. • Cultural heritage assessments carried out this month on impacted properties that ARTC Inland Rail have been granted access to. This work will be ongoing as ARTC Inland Rail receive land access agreements to properties in the EIS study area. • Artefacts have been uncovered including stone artefacts and scarred trees. • Any artefacts found will not be made public to protect those items. • Ten potential sites have been identified, mainly associated with dairy and pastoral industries. • European artefacts found will be made public through the EIS. • AC asked where uncovered items will be stored. • DM replied that the team try not to disturb Indigenous cultural heritage items, however any items that need to be moved will be relocated on site as close as possible to where they are found. This new location will be logged for future knowledge. Any European artefacts found will be archived and recorded. • SB asked how scarred trees within the footprint will be managed. • DM replied that it is an ongoing process to capture quantity of scarred trees and that the traditional owners will manage where they are relocated. Where possible, the scarred trees will be avoided or moved to another site. This may be negotiated and coordinated with aboriginal groups. • KB asked how they will be moved. • DM replied that Indigenous owners will approve how they are moved. <p>Contacts for ARTC Inland Rail Cultural Heritage Team are:</p> <p>Damien Morrissey Cultural Heritage Manager E: Dmorrissey@artc.com.au</p> <p>Brodie Hartfiel Cultural Heritage Advisor E: Bhartfiel@artc.com.au</p> <p>Selina Nalatu Cultural Heritage Coordinator E: Snalatu@artc.com.au</p>

NO.	DISCUSSIONS
6	<p>Social Performance update presented by Helen Williams</p> <ul style="list-style-type: none"> • Social Performance team are working on skills development and business capabilities in the project area. • In November 2020 there will be a partnership announcement with ARTC focusing on Science Technology Engineering and Maths (STEM) initiatives, which is closely aligned with construction and engineering programs like Inland Rail. We will promote this program within schools and tertiary education. • We're developing a series of science workshops which can be rolled out to primary schools and secondary schools across the rail alignment. • Aim was to release these workshops earlier but due to COVID19 we have delayed this and now looking at ways to deliver this program virtually as well. We are developing content with our Geotech team. • On 12th October we started doing a Cert 2 in Rail infrastructure with Energy Skills Queensland – 7 out of 12 participants Indigenous 8 weeks (Approved - Skilling Queenslanders for Work) This initiative was bought to us by CCC member Narrella Simpson. • A joint application has been put in at Beaudesert with the Maninjiali people for the Round mountain project. This is a 16-week program to build skills. They develop their skills while working on a community project. Trainees will work and develop their skills whilst building a community asset. • JM asked whether there is direct training that go through to the C2K project? Is there a direct link between training and the C2K or G2K Inland Rail? Are there actual positions that will be available in the future? • HW responded that it is too early in the project to create direct pathways now. The aim now is to build skills in the community to prepare them for construction. Wi • RT asked how likely is it that ARTC will use local skills/ labour. She states concerns that project co will be too busy to bring people on and train them and therefore jobs will not result from this. • HW said that specific parts of the contract will require project co. to hire local workforce and skills. ARTC Inland Rail will also have quarterly snapshot updates that we provide information on local workforce and how the project is achieving its local KPI's. • AS asked whether there a specific target for Indigenous employment on the project. • HW said the social performance team was working on a target. The difficulty with setting a target is that it needs to be achievable based on the population figures. The aim is to upskill the region and create roll on benefits. • RP said later in the session we are going to hear from Parkes and Narromine about the project community initiatives that took place there. Generally, the economics favour employing residents. • I hear your concerns about proponents bringing teams in and very specific skills jobs or senior site managers that may be the case, but there will be a bulk of the workforce that will be employed locally. • HW said communities have expressed frustrations that locals are omitted from planning. We are doing a quarterly snapshot sharing the number of local and indigenous positions that are being fulfilled. • MT asked would HW provide an indigenous target for employment • HW said not yet but one of the requirements is that there is a Commonwealth Indigenous procurement policy which will be used as a minimum requirement of the project and looking for ways to maximise further. • MT said if 7 out of 12 people are indigenous and undertaking a course now, it means there is interest to be involved, and given there is a high indigenous population in Beaudesert Inland Rail should consider this. • HW said the challenge with targets is ensuring the population along with the targets are reasonable and rationale.
7	<p>Parkes to Narromine project review and lessons learnt by Nelson Wallace</p>

NO.	DISCUSSIONS
	<ul style="list-style-type: none"> • P2N is the first section of the Inland Rail project to be built. • It includes 98.4km of existing rail track to be upgraded and 5.3km of new track • This includes realigning the track to minimise tight curve and building three new crossing loops (where trains can pass) • More than \$300 million has been invested to build the Parkes to Narromine section of Inland Rail by ARTC. • ARTC contracted INLink, a joint venture between BMD Constructions and Fulton Hogan, to upgrade and build this first section of Inland Rail. • Approx. 80 landowners were directly impacted. • 180,000 concrete sleepers were constructed in Mittagong, loaded on to trains and transported to the project area. • The rail is created in Whyalla in South Australia in 165m links, loaded on trains and unloaded along the rail ready for construction. • \$7m spend on local quarries for ballast and formation works. • Construction took 24months with 500 staff on the project at peak construction • Dust management was the biggest issue with water trucks used to minimise dust. • Approx. 3,000 culverts were manufactured in Tamworth and introduced along the Parkes to Narromine project. • New section opened in September 2020 with trains now running on the new line. • Benefits - Employment of residents with spend of \$110M on local business – (local and Indigenous) • \$200,000 spent directly on community events and sponsorships • Bike pack / tracks being built in collaboration with the Council at Peak Hill • Major sponsor at Tamworth Music Festival, local Rotary, schools and women’s football club. • Lessons learnt include at property treatment glazing windows to mitigate noise for resident. • ARTC Inland Rail purchased a property from a landowner that was 50m from the rail line and had no windows. • ARTC Inland Rail work with stakeholders on a one on one basis. • The main community complaints were dust, increased water trucks to manage the dust and level crossing closures and redirection of traffic.
11	Observer questions <ul style="list-style-type: none"> • KB asked observers if they had any questions for the ARTC team. • One observer asked if ARTC Inland Rail has a commercial agreement with Lantrak and what is the estimate of waste that Inland Rail will shift. They have been advised that Lantrak is waiting for the Inland Rail EIS for their court case and their appeal hearing of their waste application. They can’t overcome this hurdle of traffic unless they use Inland Rail. Will Inland Rail put in a siding to help move waste? • SL said there are passing loops between Calvert to Kagaru but we do not focus on connections to third party sites such as sidings. • LV said an intermodal at Ebenezer is a state led investigation. Inland Rail will not preclude interface with any other assets. • Observer said if the Remondis application doesn’t get through they are looking to move to Jeebropilly so they would be looking at half a million tons a year. Given Lantrak mentioned C2K is in their reference design phase and waiting to submit their EIS, they assume Inland Rail has knowledge about this. • KB said can we take this question on notice as it doesn’t seem like the staff know what you are speaking about. • RP said she would like to support LV’s comments that we are not adjusting our design to support a siding. There are no commercial agreements with Lantrak or discussions taking place. • One observer asked whether coal would be moved on the ARTC track. • LV responded yes, there is an assumption in the IR Business Case that approximately 25%

NO.	DISCUSSIONS		
	<p>coal will be moved on the track.</p> <ul style="list-style-type: none"> • One observer asked whether waste would be brought into Ipswich and the concerns of an increase of companies dumping waste in Ipswich resulting in an increase in trucks. • SL responded that waste facility Remondis were referenced in EIS slide because we were required to include as part of the cumulative traffic impacts on the roads, intersection saturation etc as part of the environmental impact assessment. • An observer asked if IR was allowed to run rail through high quality koala habitat as we are a high priority project. Observer asked what are you going to do about the koalas? Buy land or relocate them? • SL replied that the C2K Project is in feasibility design. Inland Rail has the offset strategy included in the draft EIS. Encouraged observers to look at the EIS when it is released. • JM stated that the Chronical (Toowoomba) implied that ARTC Inland Rail will be used for fast passenger train. Will Inland Rail correct that message to say its freight not passenger? • RP responded that Inland Rail has ensured the design of the tunnel through the Toowoomba range from Gowrie to Kagaru was that it will be able to accommodate passenger train in the future. Aware the state and federal government are talking about fast rail projects. We are not part of those discussions and there would need to be substantial changes discussions for that to happen. • LV responded that passenger rail already goes through there. However, this is not part of the Inland Rail scope. • AC stated that her understanding was IR's route express from Melbourne to Brisbane, noted the intermodal at Parkes and asked if there any other stopping places? • RP responded that the line is an express train, single track and it will pull off on passing loops to let another train pass or pull into a siding or intermodal. • AC asked if the trains stop on passing loops then it won't be 20hrs from Brisbane to Melbourne. • RP stated that the IR Business Case mentions 24-hour travel. 66% of freight to operate an express train from Brisbane to Melbourne. The importance of Inland Rail is the interconnectivity and connection to the rail spine of Australia and main purpose for this line to be express for freight within 24 hours. • AC expressed concerns about trains pulling over, it could cause accidents. • RP said priority for Inland Rail is to run the line safely. Currently the rail is going through Sydney which causes delays, running both passenger and freight causes congestion. Going Inland is to relieve this. • AS what type of rail line is that? Is it SIL 4? • LV will take on notice and report back. • LV said key part of our business case and service offering is to go sub 24 hours. Having a network to attract additional customers and move freight to major capital cities. 		
10	<p>General business Sponsorships and donations close 31 October 2020 Senate inquiry date has been extended to 21 February 2021</p>		
No.	Conclusion and confirmation of actions	Action by	Due date
1	Organise a CCC bus tour of the C2K alignment when possible.	IR	3 Dec
2	Inland Rail to hold another meeting with CCC once draft EIS is ready to be released.	IR	TBC
3	Cultural heritage contact details will also be sent to CCC	IR	Included in minutes
4	Respond to CCC's follow up questions	IR	13 Nov
5	Will email the flood panel plan from Mike's presentation and link for comments	IR	13 Nov

NO.	DISCUSSIONS		
6	Presentation to be sent to CCC	IR	6 Nov
7	Research Lantrak comments about awaiting Inland Rail's EIS	IR	13 Nov
8	Address Adrian's' technical question - what kind of rail line we are using for safety, SIL 4?	IR	13 Nov
9	Address comments in the Chronicle re: passenger rail	IR	13 Nov
10	Approach any Chambers in the region to ask if they would like a C2K presentation	IR	13 Nov
11	Explain the difference between "koala habitat" and "high priority koala habitat".	IR	13 Nov

Next Meeting

Thursday 3 December 2020, 5:30pm – 7:30pm in Peak Crossing (Updated from Rosewood as mentioned at the meeting).