APPENDIX C

INLAND RAIL

Consultation Report

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT

IR_1381

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

Contents

Appendices

Figures

Tables

Abbreviations

Abbreviation	Definition
ACC	Area Consultative Committee
ARTC	Australian Rail Track Corporation
ATEC	Australian Transport and Energy Corridor
C2K	Calvert to Kagaru
CCC	Community Consultative Committee
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CID	Community Infrastructure Designation
DAF	Department of Agriculture and Fisheries
DATSIP	Department of Aboriginal Torres Strait Islander Partnerships
DAWE	Department of Agriculture, Water and the Environment
DCDSS	Department of Communities, Disability Services and Seniors
DES	Department of Environment and Science
DESBT	Department of Employment, Small Business and Training
DHPW	Department of Housing and Public Works
DITCRD	Department of Infrastructure, Transport, Cities and Regional Development
DoE	Department of Education
DotEE	Department of the Environment and Energy (former)
DOTARS	Department of Transport and Regional Services
DSDMIP	The former Department of State Development, Manufacturing, Infrastructure and Planning
DSDTI	Department of State Development, Tourism and Innovation
DTMR	Department of Transport and Main Roads
EDQ	Economic Development Queensland
EIS	Environmental Impact Statement
FAIR GO	Families Against Inland Rail GO
FFJV	Future Freight Joint Venture
GATR	Great Australian Trunk Rail System
G2G	Gowrie to Grandchester
IAP2	International Association of Public Participation
ICC	Ipswich City Council
IDC	Inter-Departmental Committee
IRAS	Inland Rail Alignment Study
IRIG	Inland Rail Implementation Group
km	kilometres
LCC	Logan City Council
LGA	Local Government Area
LOS	Level of Service
LVRC	Lockyer Valley Regional Council

Abbreviation	Definition
m	metres
MCA	Multi-Criteria Analysis
MNES	Matters of National Environmental Significance
NGO	(Local or Regional) Non-Governmental Organisations
P&C	Parents and Citizens' Associations
PCG	Project Control Group
PDA	Priority Development Area
PHN	Primary Health Network
PPP	Public–Private Partnership
PSTR	Project Specification and Technical Requirements
(the) Project	the Calvert to Kagaru Project
QAS	Queensland Ambulance Service
QFES	Queensland Fire and Emergency Services
QLD	Queensland
QORF	Queensland Outdoor Recreation Federation
QPS	Queensland Police Service
QR	Queensland Rail
RIA	Regional Industrial Area
RSIS	Regional Skills and Investment Strategy
SCR	State-controlled roads
SIA	Social Impact Assessment
SFRC	Southern Freight Rail Corridor
SIMP	Social Impact Management Plan
SPP	State Planning Policy
SRRC	Scenic Rim Regional Council
STEM	Science, Technology, Engineering and Mathematics
TAG	Technical Advisory Group
TEC	Threatened Ecological Community
TI Act	*Transport Infrastructure Act 1994* (Qld)
ToR	Terms of Reference
USQ	University of Southern Queensland

Executive Summary

This report outlines the consultation process undertaken by ARTC for the Calvert to Kagaru (C2K) Project (the Project) Environmental Impact Statement (EIS). The Project is a proposed greenfield (new) rail corridor between Calvert and Kagaru. The Project involves approximately 53 km of new, dual-gauge track, a 1,015 m tunnel through the Teviot Range and four crossing loops.

Formal consultation with stakeholders, landholders and the wider community started in June 2017. ARTC, as the proponent of the Project, has implemented a Consultation Plan that focuses on building trust, credibility and visibility with stakeholders over the life of the Project design.

Stakeholders include elected representatives; local communities, including directly and indirectly impacted landholders; emergency and health providers; utility service providers; Indigenous groups and Traditional Owners; business and industry groups; community groups; environmental groups; and the media.

Over the course of developing the EIS, consultation activities included face-to-face meetings, online meetings, community information sessions, quarterly community consultative committee (CCC) meetings, and government briefings. This consultation was undertaken to create Project awareness, source feedback and validation of findings, address concerns, iterate the design where required and mitigate risks. Communication materials supported the consultation activities, provided stakeholders with information and generated awareness. These materials helped to create a two-way flow of information between ARTC and stakeholders, creating opportunities to discuss, capture and record feedback.

Consultation activities also helped to highlight issues and identify potential impacts and benefits. This information was used to develop the EIS, informing technical study methodologies, technical model validation and data collection, mitigation and environmental management measures.

Interactions with stakeholders helped to shape the Project design and proposed mitigation measures for future stages of design, construction, commissioning and operation. For the Project, issues of most interest to stakeholders were:

- Surface water and hydrology
- Traffic, transport and access
- Land use and tenure, including property
- Cultural heritage
- Landscape and visual amenity
- Waste and spoil management
- Flora and fauna
- Socio-economic
- Air quality
- Noise and vibration.

The following sections summarise how stakeholder issues have been considered by the Project.

Surface water and hydrology

Consultation has been undertaken with landholders to understand their experience with flood movements, impacts and levels on their properties. Directly affected and nearby landholders provided photographic records and anecdotal evidence of previous flood extents and impacts on Purga Creek, Western Creek, Mount Walker Creek and the Bremer River, as well as commentary on historical flood events. This information was collected during community drop-in sessions, one-on-one discussions and workshops for the Project. Local governments also indicated concerns about changes to current flooding patterns and provided flood studies and data for incorporation into the EIS.

This information allowed:

- The recalibration of hydrologic and hydraulic models for the watercourses within the study area allowing the Project to more accurately assess impacts and identify appropriate mitigation measures as part of the EIS.
- The identification of appropriate mitigation measures, with bridge and culvert structures designed and located to maintain existing surface water flow paths and flood flow distributions, and avoid unacceptable increases in peak water levels, flow distribution, velocities and duration of inundation.

Seqwater, as the bulk water supplier in the region, was consulted to understand their water storage capacities, discuss the Project construction water estimates, and understand water access and transportation considerations. Initial consultation identified the potential water supply options outlined in this EIS may be available for Project use; however, discussions with Seqwater will be ongoing as the Project progresses. The outcome of these discussions may also determine the need to implement other construction water supply options as commercial considerations such as transport costs, varying water access costs depending on the source, land access, climatic conditions and other water users requirements. This may include sourcing water from private water storages or sources, subject to landholder agreements.

Traffic, transport and access

Infrastructure owners and operators advised on design requirements to ensure the safe and operational efficiency of their infrastructure and advised on potential maintenance and financial impacts as a result of the Project.

Infrastructure owners and operators also provided information on rail connection and access requirements, proposed level-crossing locations and operation, road designs, bridge locations, construction traffic impacts and access for emergency services to remote parts of the Project infrastructure, such as the tunnel through the Teviot Range.

Directly affected and nearby landholders outlined concerns about level-crossing safety, particularly for Middle and Washpool roads, and have identified the potential future need for rail access and intermodal facilities.

As a result of the consultation process, additional investigations and research was undertaken to better inform the traffic, transport and access impact assessment, including:

- Additional road traffic counts were undertaken to ensure accuracy of the data used and to validate the traffic impact assessment modelling
- Additional studies and investigation were undertaken on level-crossing design to validate recommended crossing treatments
- Emergency access and fire and life-safety requirements for the Project were confirmed
- Future road planning requirements were incorporated into the Project design (for example, Cunningham Highway upgrades)
- Design ensuring that rail access is not precluded for proposed adjoining third-party industrial hubs.

Consultation with representatives from the Rosewood State Primary and High Schools was undertaken as Lanefield Road and Rosewood Laidley Road have been identified as potential construction traffic routes in this EIS. ARTC will continue to consult with these schools prior to construction to ensure traffic impacts can be appropriately managed in the vicinity of the schools, and for students travelling to and from school.

Land use and tenure, including property

Consultation activities confirmed stakeholders' preference for the Project to follow the gazetted and protected Southern Freight Rail Corridor (SFRC) alignment. Use of the SFRC minimises new land acquisition requirements and other property impacts such as the creation of small lots, services interruption, severance, fragmentation, sterilisation and decreased accessibility and connectivity.

Directly affected and nearby landholders outlined concerns about land acquisition and compensation processes, property values and ongoing land use viability. These concerns included the time it has taken government departments and agencies to advance land processes since the SFRC was gazetted.

As a result, ARTC:

- Adopted the SFRC as the base case for the Project and evaluated any deviations from the SFRC using a multi-criteria analysis (MCA). Deviations were only considered if they demonstrated improvement against the metrics: environmental impact, design and constructability, and cost.
- Planned for and undertook meaningful consultation with landholders to understand their specific property needs and concerns, and to provide information to help landholders identify their options for impact mitigation, management or offset.
- Developed a community engagement and social investment program that pays careful attention to communicating with residents to identify amenity, lifestyle, cohesion and other quality-of-life concerns, and to work with them to address these concerns.
- Identified the interface of the Project with existing and planned utilities and was able to establish strategies to support the process of relocating existing services and determining how new connections to the Project can be made.
- Ensured that opportunities for intermodal and industrial facilities to connect to the Project are not precluded.

Cultural heritage

One-on-one meetings, discussions and site walkovers were undertaken with representatives of the Jagera Daran and the Yuggera Ugarapul People to identify areas of Indigenous cultural heritage significance within the disturbance footprint.

Discussions were held with local, non-Indigenous heritage groups to identify sites of heritage interest within the region.

As a direct result of this consultation, locations where the alignment should be altered to avoid important cultural heritage sites were identified, specifically in the Teviot Range, and Cultural Heritage Management Plans (CHMPs) were agreed, providing future stages of the Project with a process for:

- Undertaking cultural heritage surveys for the Project
- Including relevant Traditional Owners in assessing Indigenous cultural heritage values and the protection and management of Indigenous cultural heritage
- Mitigating, managing and protecting identified cultural heritage and objects during both construction and operational phases of the Project.

Landscape and visual amenity

One-on-one meetings and discussions were held with directly affected and nearby landholders about Project impacts on the landscape and on visual amenity. CCC meetings highlighted a level of concern about the impact of the Project on views and the visual amenity of the area by the broader community, and other stakeholders identified this issue as a concern using the Project's interactive map.

To better inform the landscape and visual amenity impact assessment for the EIS, before and after visualisations of the Project were developed for multiple locations to illustrate the potential impact of the operational rail line on views. These visualisations were included in a Project newsletter sent to 4,500 landholders, and included on posters used during community drop-in sessions, were presented and discussed at CCC meetings, and are included in the EIS.

Waste and spoil management

Consultation with local governments and landfill operators was undertaken to determine current and forecast landfill locations and capacities and confirm the feasibility of potential spoil disposal sites identified in the EIS. Consultation was also undertaken with waste transport providers to understand operational capacities and industry processes for disposing of the various types of waste that will be generated by the Project.

ARTC also consulted with the Department of Transport and Main Roads about transporting spoil, acknowledging the safety of road users, traffic management and pavement life.

These consultation activities informed the identification of viable locations for disposing of spoil and waste materials and supported the delivery of a robust assessment of potential traffic and road network impacts as a result of the haulage of spoil.

Flora and fauna

Local environmental groups highlighted concerns about the impact of the Project on flora and fauna. These groups were particularly interested in the mitigation and management measures the Project will implement. They were also concerned about how local environmental knowledge, such as survey findings, could be captured in the Project's impact assessment.

A series of flora- and fauna-specific workshops were held with local environmental groups and the Project's ecologist. These workshops detailed the study methodology and impact assessment findings, using specific species, nominated by the local environmental groups, as case studies. The workshops also allowed additional stakeholders to be identified and included in future consultation.

To support and facilitate the inclusion of local environmental groups' survey findings into the Project, ARTC arranged for an independent technical specialist to train the groups on how to use the WildNet database. The training on how to use WildNet resulted in new records from these groups being included in the database. Based on these new records, ARTC updated Project reporting to better reflect the impact of the Project on local flora and fauna species.

Social and economic

ARTC has worked with a range of stakeholders to inform the social impact assessment, identify issues and priorities and develop management measures to be included in the Social Impact Management Plan (SIMP). This included meetings and workshops with:

- Directly affected and nearby landholders
- Community members, including landholders, and community groups
- Local government representatives
- Representatives of the Traditional Owners and other Indigenous community members
- Community groups
- Government agencies
- Businesses, including tourism businesses, and business organisations.

A community survey was also undertaken.

This consultation provided insight into community concerns, vulnerabilities, potential social and economic impacts and benefits. It has covered a range of issues which are linked to social outcomes, including design issues, road-rail interfaces, flooding risks, environmental management measures, traffic management, waste management and impacts on Council utilities. The consultation also advanced discussions on access to social infrastructure, opportunities for the Project to collaborate with the community on training and employment programs, and community concerns about the Project, and informed the development of the Social Impact Management Plan (SIMP).

Management measures identified in the SIMP and SIMP action plans include those addressing training and development, business awareness of Project opportunities, mental health service capacity and contributions to community development. Other key measures include:

- Working closely with directly affected landholders to mitigate potential impacts on property amenity and agricultural businesses
- Engaging with adjacent landholders who may experience impacts on amenity due to noise, increased traffic, dust or other impacts and to monitor the effectiveness of mitigation measures
- Liaising with the Department of Education, Queensland Health, Queensland Police Service (QPS), Queensland Ambulance Service (QAS) and Queensland Fire and Emergency Service (QFES) about any changes to access routes or service demands
- Cooperating with stakeholders to develop and implement training and skills-development partnerships and business capacity building programs
- Continuing a mental health partnership that was established during the EIS phase to support residents experiencing stress and anxiety related to the Project
- Implementing social performance strategies to enhance Project benefits and opportunities.

During detailed design, ARTC and the Contractor will also work with relevant stakeholders to detail and refine the co-operative measures outlined in the SIMP and SIMP action plans, and agree specific outcomes, strategies and performance metrics for partnerships.

Air quality

Stakeholders raised concerns about coal dust from trains contaminating water tanks.

In acknowledgement of this concern, and as required by the ToR, surfaces that lead to potable water tanks in the vicinity of the alignment were considered as sensitive receptors for the air quality impact assessment. Operational emissions were modelled, predicting pollutant concentrations in rainwater tanks. The modelling concluded that the highest predicted pollutant concentrations in water tanks were still compliant with Australian Drinking Water Guidelines by a significant margin.

Noise and vibration

Concerns about the impacts of operational noise in areas where a rail line does not currently exist were raised by directly affected and nearby landholders and community representatives.

Noise levels were predicted for sensitive receptors in the EIS and the assessment determined that noise emissions from railway operations would achieve noise criteria for the majority of sensitive receptors.

ARTC will continue one-on-one engagement with landholders whose properties may experience noise impacts during construction or operation to ensure the potential impact on amenity is clearly explained, and to obtain residents' input into the development of any Project or property-specific mitigation strategies that may be needed to achieve the Project noise goals identified in this EIS.

1. Introduction

1.1 Purpose

This report outlines the stakeholder engagement and community consultation activities undertaken by Australian Rail Track Corporation (ARTC) for the Calvert to Kagaru Project (the Project). Stakeholder engagement and community consultation activities were undertaken before and during the preparation of the Project's Environmental Impact Statement (EIS). This report describes the approach and processes ARTC took to consultation, and outlines key stakeholders, activities, consultation issues and outcomes.

Consultation is ongoing and consultation with stakeholders will continue as the Project progresses.

1.2 Project overview

The Inland Rail Program will form the spine of the National Freight Network and comprises 13 separate projects that link existing parts of the ARTC network. Inland Rail involves enhancing the existing network, rebuilding sub-standard networks, and constructing new links between existing network nodes.

Inland Rail will create a direct, standard-gauge connection linking Queensland with Victoria, rural New South Wales, South Australia and Western Australia. The Inland Rail Program is designed to manage growing future freight demand for Australia and is anticipated to take pressure off the road network as Australia's population expands.

The Project is a proposed greenfield (new) rail corridor between Calvert and Kagaru. The Project involves approximately 53 km of new, dual-gauge track, a 1,015 m tunnel through the Teviot Range and four crossing loops. The Project will ultimately accommodate trains up to 3,600 m long, based on business needs, but will initially be constructed to accommodate double-stacked freight trains up to 1,800 m long. Due to its greenfield nature, the Project is one of the 'missing links' in the Inland Rail Program.

The Project is located within Ipswich City Council (ICC), Logan City Council (LCC) and the Scenic Rim Regional Council (SRRC) local government areas (LGAs) in South East Queensland. The Project is the second-most northern package of the Queensland Inland Rail Program. The location of the Project and its regional context is shown in Figure 1.

The Project will mostly be located within the existing Southern Freight Rail Corridor (SFRC), which was protected in November 2010 as future railway land under Section 242(1) of the *Transport Infrastructure Act 1994* (TI Act). The Department of Transport and Main Roads (DTMR) undertook studies and stakeholder engagement to develop the SFRC. Where possible, the SFRC was placed along the boundary of properties to avoid severing grazing properties and croplands. The intended land use for the Project is rail and associated infrastructure, including road realignments, grade separations and ancillary infrastructure.

The Project's indicative timeframe is:

Project phase	2021	2022	2023	2024	2025	2026
Detailed design						
Pre-construction and early works						
Construction						
Commissioning						
Operation						

1.3 Terms of Reference

The *Terms of Reference for an Environmental Impact Statement: Inland Rail—Calvert to Kagaru Project December 2017* sets the requirements for a comprehensive consultation program to be undertaken for the Project to identify broad issues of concern to local and regional community and interest groups, and address issues from Project planning through construction, commissioning and operation.

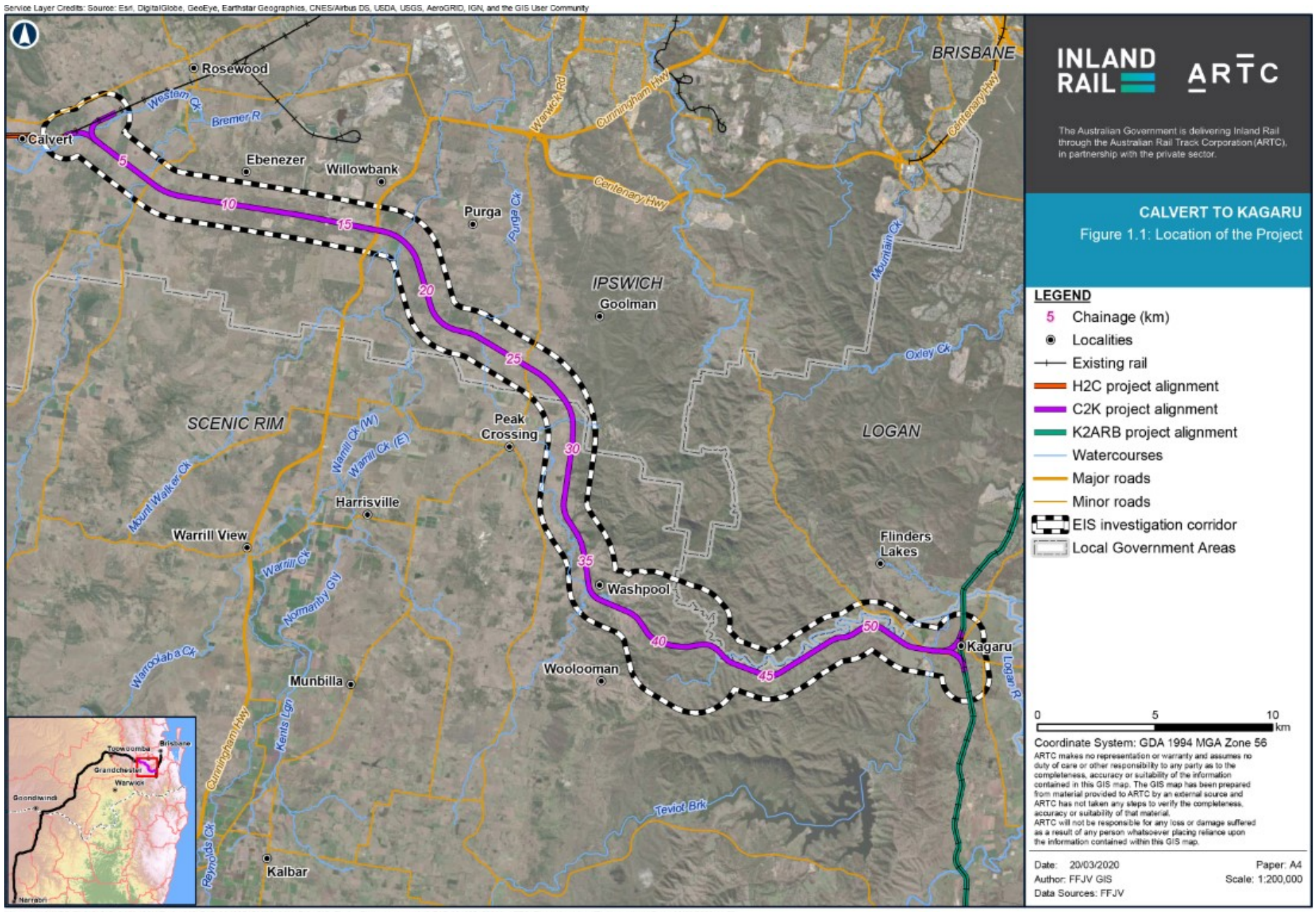
The Terms of Reference (ToR) requires that the public consultation process is inclusive, consulting with a broad range of stakeholder groups, including affected landholders, residents, community groups, Traditional Owners, State and local government agencies, and non-government organisations, local businesses and traditionally underrepresented stakeholders.

This report has been prepared to meet the ToR requirements listed in Table 1.

TABLE 1: TOR REQUIREMENTS

No	ToR Requirement	Where addressed
7.7	An appropriate public consultation program is essential to the impact assessment process. The proponent should consult with Local, State and Commonwealth government agencies, and potentially affected local communities.	Section 4 of this report describes the consultation objectives, strategies and activities undertaken both in the lead up to Project commencement and during the development of the draft EIS.
7.8	The EIS should describe the consultation that has taken place and how the responses from the community and agencies have been incorporated into the design and outcomes of the project.	Section 4 of this report describes the consultation activities that have taken place, with outcomes from these activities reported in Section 6, with cross-references to the EIS sections where stakeholder feedback has informed or contributed to the development of design or mitigation measures.
7.9	Include, as an appendix, a public consultation report detailing how the public consultation plan was implemented, and the results of the implementation.	This report has been prepared to address this requirement.
10.10	Describe the following information about the proposed project: (b) existing infrastructure and easements on the preferred alignment (d) location, design and capacity of water supply, wastewater conveyance and treatment, telecommunications, power generation, accommodation of site facilities and transmission infrastructure	Consultation with existing infrastructure asset owners and operators in the project area was undertaken, as noted in Section 4 and Section 6 of this report, to inform Project design as documented in Chapter 6: Project Description.
11.21	The economic and social impacts of the action, both positive and negative, must be summarised. Matters of interest should include: (b) any public consultation activities undertaken, and their outcomes (c) any consultation with indigenous stakeholders (d) identification of affected parties and communities that may be affected and a description of the views of those parties and communities	(b) is addressed in sections 4, 5 and 6 of this report. (c) is addressed in sections 4.4.9 and 6.6. (d) is addressed in section 4.4.11 and 6.8 and Appendix R: Social Impact Assessment Technical Report of the EIS.
11.69	The EIS should describe the consultation that has taken place with landholders along the alignment regarding modelled potential impacts of the project on flooding. It should also include a discussion of how the results of consultation have been considered by the proponent in the EIS process.	Consultation with landholders regarding modelled potential impacts of the Project on flooding is discussed in sections 4.4.6, 4.4.8, 6.4 and 6.7. Further detail is provided in Chapter 13: Surface Water and Appendix N: Hydrology and Flooding Technical Report.
11.75	Describe the potential for impact on existing holders of resource tenures, including consideration to safety and resource sterilisation where appropriate.	Consultation with existing holders of resource tenure in the project area was undertaken, as noted in Section 4 and Section 6 of this report, to confirm the assessment documented in Chapter 8: Land Use and Tenure of the EIS.
11.77	Provide evidence of consultation with the relevant owners/licensees of gas/petroleum pipelines in the vicinity of the rail corridors. Provide detail of agreed risk management strategies for project construction and operation with regard to the gas/petroleum pipelines. Demonstrate that the construction and operation of the project will not inhibit the safe and efficient operation of the pipelines.	Sections 4.4.12.2 and 6.9 summarise the consultation undertaken with gas and petroleum pipeline owners in the vicinity of the Project. This included the identification of risk treatments during design and construction. Chapter 8: Land Use and Tenure provides further detail on gas/petroleum pipelines in the vicinity of the alignment. Chapter 20: Hazard and Risk summarises the initial design measures, and proposed mitigation measures for future design and construction activity in the vicinity of these assets.

No	ToR Requirement	Where addressed
11.108	All proposed measures must be in accordance with any relevant biosecurity surveillance or prevention program authorised under the Biosecurity Act 2014 and any requirements of the VMA/PA. Mitigation measures should be developed in consultation with relevant agencies and local government (e.g. baiting programs).	Chapter 23: Draft Outline Environmental Management Plan (EMP) of the EIS identifies the requirements to engage with agencies and local government in the development of the Project's Biosecurity Management Plan.
11.117	Discuss and recommend how identified impacts will be mitigated. Mitigation strategies are to be prepared in close consultation with relevant transport authorities (including Local Government).	Mitigation and management measures are documented in Chapter 23: Draft Outline Environmental Management Plan of the EIS. Sections 4.4.3 and 4.4.4 of this report outlines the approach taken to engagement with the Department of Transport and Main Roads, Queensland Rail and local government. Section 4.4.12 outlines the consultation undertaken with schools and potential waste/spoil operators.
11.146	A consultative and inclusive community and stakeholder engagement process should inform the baseline study, assessment of potential social impacts and development of appropriate mitigation measures and management plans. The engagement should commence at an early stage of the EIS process. It should include consultation with a broad range of stakeholder groups including affected landholders, local residents, community groups, traditional owners, state and local government agencies, and non-government organisations, local businesses and traditionally under-represented stakeholders (for example vulnerable groups, women, people with a disability, indigenous people and persons from diverse ethnic or linguistic backgrounds).	Section 2.5 of this report outlines the stakeholders consulted, Section 3 outlines the consultation activities prior to declaration of coordinated Project status, with Section 4 of this report describing the activities that have occurred as part of the EIS development process.
11.147	The community and stakeholder engagement process should be adequately described and documented in the EIS. This should include details such as stakeholders consulted and how and when they were consulted, principles and processes adopted, overview of the consultation program and key events, stakeholder feedback and issues raised (including the means by which these have been or will be addressed), and a statement of agreement/s reached, or to be negotiated, for impact mitigation and management.	This report describes the community and stakeholder engagement process, how stakeholders were consulted and outcomes of the consultation. Mitigation and management measures and project commitments are documented in the following EIS documentation: Chapter 23: Draft Outline Environmental Management Plan, Section 8 of Appendix R: Social Impact Assessment Technical Report and Appendix E: Proponent Commitments.
11.158	Outline any consultation undertaken with the relevant emergency management authorities, including the Local Disaster Management Group.	Section 4.4.12 and 6.9 summarises the consultation undertaken with emergency management authorities.


Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community
Rosewood
Calvert
Ebenezer
Willowbank
Purga
BRISBANE
IPSWICH
Goolman
SCENIC RIM
LOGAN
Peak Crossing
Harrisville
Warrill View
Flinders Lakes
Washpool
Kagaru
Woolooman
Munbilla
Kalbar
Western Ck
Bremer R
Warwick Rd
Cunningham Hwy
Centenary Hwy
Purga Ck
Mountain Ck
Oxley Ck
Warrill Ck (W)
Warrill Ck (E)
Mount Walker Ck
Warrill Ck
Normanby Gly
Warroolaba Ck
Kents Lgn
Reynolds Ck
Teviot Brk
Logan R
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Toowoomba
Brisbane
Grandchester
Warwick
Goondiwindi
Nerrabri
INLAND RAIL
ARTC
The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.
CALVERT TO KAGARU
Figure 1.1: Location of the Project
LEGEND
5 Chainage (km)
Localities
Existing rail
H2C project alignment
C2K project alignment
K2ARB project alignment
Watercourses
Major roads
Minor roads
EIS investigation corridor
Local Government Areas
0
5
10
km
Coordinate System: GDA 1994 MGA Zone 56
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Date: 20/03/2020
Paper: A4
Author: FFJV GIS
Scale: 1:200,000
Data Sources: FFJV
Map by: NCW\RB Z:\GIS\GIS_3400_C2K\Tasks\340-EAP-201905150838-C2K_EIS_GIS_Tasks_FigureUpdates\340-EAP-201905150838_ARTC_Fig1.1_LocationofProject_v1.mxd Date: 22/03/2020 11:53

2. Methodology

ARTC's approach to consultation is critical to the successful delivery of the Inland Rail Program. Engaging with the community and key stakeholders develops and enhances awareness about the Project and also establishes two-way conversations. These conversations are key for identifying and reducing risks, optimising route alignment, securing statutory approvals and minimising social and environmental impacts.

ARTC is undertaking extensive community consultation and stakeholder engagement about the Project. It is imperative that stakeholders have opportunities to detail their concerns, raise issues, provide historical information and receive Project updates from ARTC that are professional and timely. All consultation-related correspondence and feedback are formally recorded in ARTC's 'Consultation Manager'—a software tool used for tracking engagement activities, feedback and outcomes— to ensure key issues and comments are captured and addressed.

2.1 Consultation goals and objectives

'Active engagement' is one of five core values for ARTC. Active engagement is defined as '*communicating with stakeholders in a professional and responsive manner, being transparent on the Project timelines and deliverables, and supporting responsible delivery of the Project*'.

ARTC's goals for stakeholder consultation are to:

- Build trust—ensuring stakeholders are aware of the Project, its design phases and timeframes, and understand the mechanisms for input and consultation.
- Build credibility—ensuring engagement is transparent, equitable, inclusive and iterative, with adequate opportunities for stakeholders to comment.
- Build visibility—creating an ongoing dialogue with stakeholders and ensuring appropriate information is escalated to the correct team for action.

This report also summarises the outcomes of the consultation undertaken as part of the Social Impact Assessment (SIA) for the EIS (refer Chapter 16: Social and Appendix R: Social Impact Assessment Technical Report of the EIS). Consultation for the SIA was guided by three engagement objectives (refer Table 2).

TABLE 2: SIA ENGAGEMENT OBJECTIVES

Objectives	How achieved
SIA is informed by consultation with directly affected stakeholders	▸ The views of community members who may be affected by the Project's impacts or benefit from Project opportunities are sought and represented in the SIA.
SIA engagement is inclusive of all interested stakeholders	▸ Access to SIA engagement was available and accessible through the community survey, community information sessions, drop-in sessions, CCC meetings (members and observers), and ARTC's online Social PinPoint and CollabMap tools. ▸ The results of ARTC's engagement with Traditional Owners, businesses and other key stakeholders are incorporated in the SIA.
Stakeholders can provide informed input to the SIA	▸ Stakeholders have access to information about the Project through face-to-face and online options, and to EIS team members to discuss social and environmental implications, as the basis for providing their input.

2.2 Consultation plan and strategies

In accordance with Section 3.1 of the ToR, a Consultation Plan was developed to guide EIS consultation activities. The Consultation Plan included:

- Objectives and strategies to deliver the Consultation Plan
- Stakeholder identification and methods to engage them
- Types of engagement activities and their timing
- Integration of consultation activities with other EIS activities and the Project development process
- Consultation responsibilities
- Communication channels and protocols
- Processes for recording information and providing feedback to stakeholders
- How results of consultation will be considered and integrated into the EIS process.

The consultation and engagement strategy summarised in Table 3 outlines the three goals and strategic aims for the successful delivery of Inland Rail within each community. These goals inform all Project-related consultation approaches and activities.

TABLE 3: CONSULTATION AND ENGAGEMENT STRATEGY FOR THE PROJECT

Goal	Strategic Aims
Build trust	▸ Ongoing engagement with landholders about geotechnical investigations, field studies, Project progress and the acquisition process. ▸ Demonstrate to communities how their feedback has been taken on board in the draft EIS to minimise impacts, address mitigations and be transparent with iterative changes, by sharing design responses. ▸ Regularly engage with stakeholders and ensure the conversation is advancing and action items are being closed out. ▸ Initiate and maintain open communication with the community on all aspects of the Project and the draft EIS. ▸ Address all stakeholder issues through the draft EIS process and communications.
Build credibility	▸ Identify how Inland Rail can benefit the communities and work to deliver these benefits where possible. ▸ Support and enhance positive impacts. ▸ Decide on design and alignment elements requested by the community and then communicate the reasoning to the community. ▸ Engage stakeholders and communities on the issues that are important to them, seek their input to validate models, and have technical experts who can explain what the data means. ▸ Deliver on the commitments we make to the community in a timely and appropriate way.
Build visibility	▸ Have a presence on-the-ground in communities by establishing a local office in Gatton and attending and sponsoring local events. ▸ Go to the community—don't expect them to come to us. ▸ Undertake a program of well-advertised consultation at times and venues that are suitable for the community. ▸ Proactively work with community stakeholders to help identify potential social impacts and develop appropriate solutions and strategies to minimise negative impacts associated with the project.

2.3 Consultation approach

The approach to consultation for the Project is guided by the International Association of Public Participation's (IAP2) Core Principles. The IAP2 identities five levels stakeholders can participate in decision making: inform, consult, involve, collaborate and empower (refer Table 4). The level of stakeholder participation for the Project depends on the stakeholder group and technical constraints.

TABLE 4: IAP2 public participation spectrum

IAP2	Inform	Consult	Involve	Collaborate	Empower
Public participation goal	To provide the public with balanced and objective information to assist them in understanding the problems, alternatives or solutions.	To obtain public feedback on analysis, alternatives and or decisions.	To work directly with the public throughout the process to ensure public issues and concerns are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
Promise to the public	We will keep you informed.	We will keep you informed, listen, acknowledge concerns and provide feedback on how public input influences decisions.	We will work with you to ensure that your concerns and issues are directly reflected in the alternatives developed and provide feedback on how public input influences decisions.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into decisions to the maximum extent possible.	We will implement what you decide.

Source: IAP2 (2013)

ARTC has created an ongoing and open dialogue with communities and stakeholders. ARTC set guidelines for behaviour and interactions with the community and stakeholders.

- Inclusive—Stakeholders are consulted during the planning and design of the Project alignment. ARTC uses a wide range of channels to provide information and gather feedback, including community consultation committees, community-based information sessions, electronic and printed newsletters and an online presence through the Inland Rail website and social media channels.
- Transparent—Community engagement interactions are captured and documented in Consultation Manager, Inland Rail's centralised consultation-capturing database, to maintain a record of key issues, concerns and feedback. Documenting this information also provides an opportunity for information to be shared, discussed and addressed with ARTC.
- Equitable—Individuals and groups are included in the conversation with recognition and provisions made for Traditional Owners, people with disabilities, youth and the elderly. Gender equity occurs and varied socio-economic groups participate.
- Iterative—Share the iterative phases of the Project and communicate these phases to stakeholders for feedback and response.

2.4 Stages of consultation

A phased approach to consultation was developed. Table 5 summarises the five broad stages of consultation for the Project: past, present and planned.

TABLE 5: STAGES OF CONSULTATION: PAST, PRESENT AND PLANNED

Consultation phase	Objective	Outcome
Stage 1: February–December 2017 Raising public awareness of Inland Rail	▸ Ensure public awareness of the Project and timeline for Project approval. ▸ Inform community members of how they can contribute feedback.	▸ Community and stakeholders begin to understand the Project and are motivated to be involved.
Stage 2: December 2017–October 2020 One-on-one consultation, public forums relating to designs, engagement for property impacts and acquisition	▸ Facilitate stakeholder understanding of ToR/draft EIS content requirements. ▸ Present proposed alignment to stakeholders along with draft EIS findings. Identify potential community issues and matters of concern. ▸ Gather feedback from stakeholders and the community.	▸ Feedback obtained and used in early stages of Project development.
Stage 3: October 2020–early 2022 Formal consultation to support EIS assessment and approval, progression of detailed design	▸ Present proposed alignment to stakeholders along with draft EIS findings. ▸ Report back to key stakeholders and community on engagement and planning outcomes and how their feedback was used ▸ Encourage formal feedback from the community on the Project, its potential impacts and proposed mitigation measures ▸ Finalise the EIS and progress design.	▸ Community and stakeholders are provided with opportunity to have their say on the Project's benefits and potential impacts. ▸ Community and stakeholder feedback considered in the planning assessments and approval process. ▸ Community and stakeholders understand how their feedback has shaped the Project ▸ Matters raised in the EIS are appropriately addressed in design and construction planning.
Stage 4: 2022–2026 Engagement during construction	▸ Support the design work undertaken by the appointed construction contractors, including providing opportunities for stakeholder and community input and feedback. ▸ Engage with and provide advance notice, including direct contact where required, to local businesses, residents, road and public transport users about major works construction activities.	▸ Multiple communications channels and opportunities provided for stakeholders and the community to ask questions about the Project and raise concerns. ▸ Community and stakeholders are aware of the Project benefits, timing and impacts.
Stage 5: 2026 Completion and handover to operations	▸ Support the transition from major works delivery to operation. ▸ Engage with and provide notice including direct contact where required, to residents and local businesses about Inland Rail operations.	▸ Community and stakeholders are aware of the Project's completion and understand how the new rail line will operate. ▸ Community understand how they can/will engage with ARTC during ongoing operations including how to raise issues and complaints and the ongoing contribution ARTC will make to their community.

2.5 Project stakeholders

A stakeholder is defined as any individual, group of individuals, organisation or political entity with an interest in the outcome of a decision. They may be, or perceive that they may be, affected directly or indirectly by the outcome of a decision (IAP2, 2013). A preliminary stakeholder list was developed through desktop research and analysis of existing information materials. This list was subject to ongoing refinement throughout the engagement process.

Stakeholders identified for the Project include the Australian Government, State Government, and local government representatives, potentially affected landholders, local businesses, industry bodies, environmental groups, community groups, education and training providers, media and nearby communities. Table 6 outlines stakeholder groups.

TABLE 6: PROJECT STAKEHOLDERS

Type	Stakeholders[1]	
Australian Government		
Elected representatives	Deputy Prime Minister, Minister for Infrastructure, Transport and Regional Development and Member for Riverina—The Hon Michael McCormack MP Assistant Minister for Road Safety and Freight Transport and Member for Wright—The Hon Scott Buchholz MP Shadow Minister for Veterans' Affairs and Defence Personnel and Member for Blair—The Hon Shayne Neumann MP	
Departments and agencies	Department of Infrastructure, Transport, Regional Development and Communications Department of Agriculture, Water and the Environment (DAWE) Regional Development Australia National Transport Commission	
Queensland State Government		
Departmental Ministers	The Hon Mark Bailey MP, Minister for Transport and Main Roads, Member for Miller	
State Elected Representatives	State Member for Scenic Rim—Jon Krause MP State Member for Ipswich West—Jim Madden	
State Government Departments	Office of Coordinator-General Department of Aboriginal and Torres Strait Islander Partnerships Department of Agriculture and Fisheries Department of Education Department of Employment, Small Business and Training Department of Environment and Science Department of Housing and Public Works	The former Department of Innovation, Tourism Industry Development and the Commonwealth Games (now part of the Department of State Development, Tourism and Innovation) Department of Local Government, Racing and Multicultural Affairs Department of Natural Resources, Mines and Energy Queensland Health The former Department of State Development, Manufacturing, Infrastructure and Planning (now the Department of State Development, Tourism and Innovation) Department of Transport and Main Roads Economic Development Queensland
Government-Owned Corporations / Organisations	Queensland Rail	
Local Government		
Local government elected representatives	Scenic Rim Regional Council Mayor—Greg Christensen and Councillors Ipswich City Councillors and the former Ipswich City and Logan City Administrators	
Local government officers	Ipswich City Council Logan City Council Scenic Rim Regional Council	

Type	Stakeholders[1]	
Local Communities		
Directly Affected Landholders	Landholders located within both the permanent and temporary disturbance footprint	
Indirectly Affected Landholders	Landholders that have the potential for change to existing conditions on their property	
Local Businesses	Bentonite Resources	JNJ Resources Bentonite Quarry
	Boral Purga Quarry	Klan Bros Earthmoving
	Edwards Rural	Strawberry Fields
	EJ Cooper Pty Ltd	The Neilsen Group Bromelton Quarry
	Flinders Land Holdings	The Peak Pub
	Flinders Peak Winery	Willowbank Raceway
	Ivory's Rock Conventions and Events Centre	Zanows' Sand and Gravel
Other Key Stakeholders		
Emergency and Health Providers	Queensland Police Service	Rosewood Police Station
	Queensland Ambulance Service	Harrisville Police Station
	Queensland Fire and Emergency Services	Boonah Police Station
	Queensland Rural Fire Services	
Utility Service Providers	Seqwater	Energex
	Powerlink Queensland	Ergon
	Queensland Urban Utilities (QUU)	TPG / AAPT / Powertel
	Telstra	Optus
Spoil and waste management providers	Wanless Waste Management	NuGrow Ipswich
	New Hope Group	Lantrak Waste Management
	Ti Tree Bioenergy	Greenbank Waste and recycling facility
	Cleanaway New Chum	Logan Village Waste and recycling facility
	Remondis Swanbank Waste Facility	
Gas and petroleum pipeline owners	Santos	
Resource tenure holder	Arrow Energy	
Indigenous groups and representatives	Yuggera Ugarapul	Liworaji Aboriginal Corporation
	Jagera Daran	
Business and Industry Groups	Chamber of Commerce and Industry Queensland	Ipswich Chamber of Commerce and Industry
	Beaudesert Chamber of Commerce	Regional Development Australia—Ipswich and West Moreton
	Boonah District Chamber of Commerce	Regional Development Australia—Logan and Redlands
Peak Bodies	National Road Transport Association	National Farmers Federation
	Queensland Transport and Logistics Council	Agforce
	Australian Trucking Association	Queensland Resources Council
	Queensland Farmers Federation	Queensland Outdoor Recreation Federation
Community Groups	Families Against Inland Rail GO (FAIR GO)	Rosewood District Protection Organisation
	Harrisville & District Historical Museum	Royal Agricultural Society of Queensland
	Ipswich Housing and Support Services	Scenic Rim Community Consultative Committee
	Ipswich Railway Museum	Willowbank Area Residents Group
	Rosewood Agricultural and Horticultural Association	

Type	Stakeholders[1]	
Environmental Groups	Australian Rescue and Rehabilitation of Wildlife Association Inc. Birdlife Australia Birds Queensland Boonah Organisation for a Sustainable Shire Greening Australia Healthy Land and Water Ipswich Koala Protection Society Ipswich Native Plants Queensland Karawatha Forest Protection Society	Keep the Scenic Rim Scenic Koala Foundation Logan and Albert Conservation Association Inc. Protect the Bush Alliance Queensland Conservation Council Return to the Wild SEQ Catchments Wildlife Queensland
Education and Training	Rosewood State School Rosewood State High School St Brigid's Catholic Primary School Mutdapilly State School Harrisville State School	Peak Crossing State School Woodhill State School Flagstone State Community College Boonah State School
Media	ABC Southern Queensland Albert and Logan News Beaudesert Times Fassifern Guardian Ipswich Queensland Times Jimboomba Times Moreton Border News	The Brisbane Times The Courier-Mail Queensland Times Queensland Country Life ABC Radio The Australian

Table notes:
1. Departmental and minster names were correct at the time of writing.

2.6 Stakeholder management database—Consultation Manager

Inland Rail maintains a secure stakeholder management database—Consultation Manager—to record all consultation undertaken as a part of the Project.

The database was established in mid-2014 for the Inland Rail Program and will continue to be maintained throughout the EIS process and into Project construction and operation. This central database is used to record stakeholder consultation and monitor and report on enquiries, issues and team responses across all ARTC operations and Inland Rail projects.

2.7 Integration with draft EIS Technical Studies and Assessments

Consultation has been undertaken with multiple stakeholders to share information and receive feedback on:

- Project updates and progress
- Technical study methodologies and findings
- Technical model validation and data collection
- Suggested mitigation and environmental management measures
- Project alignment
- Project delivery mechanisms.

Outcomes and feedback from stakeholder consultation have been addressed within the EIS, helping inform technical study methodologies, technical model validation and data collection, mitigation and environmental management measures, route alignment and project delivery mechanisms. The consultation informed the assessments and allowed the Project to more accurately assess impacts and identify appropriate mitigation measures (refer Section 6).

3. Early stakeholder engagement activities

Stakeholder engagement activities relating to Inland Rail and the Project have been taking place in varying forms since 2006. Consultation started with the North–South Rail Corridor Study, which was tasked with identifying a broad corridor for a future railway between Brisbane and Melbourne, through to consultation activities relating to early design for the Project undertaken by ARTC. As each subsequent study and investigation advanced, the alignment became more detailed and the design and performance parameters were refined.

The Melbourne to Queensland route selection process began in earnest with the 2006 North–South Rail Corridor Study, which identified a broad corridor for a future Melbourne–Brisbane railway.

The study examined four alternatives between Melbourne and Brisbane ranging from a far western sub-corridor via western NSW through to a coastal sub-corridor via Sydney and the North Coast. The study identified that a far western sub-corridor (via Albury and Parkes) would have the lowest capital cost, fastest transit time and the best economic cost–benefit performance.

The Far Western Sub-Corridor identified in the North–South Rail Corridor Study formed the starting point for the Inland Rail Alignment Study (IRAS) completed in 2010.

IRAS analysed a large number of alternatives within the Far Western Sub-Corridor and identified a detailed alignment that sought to minimise construction and operational costs and maximise the economic benefit—in particular, freight-user benefits flowing from operating cost savings, time savings and improved reliability. This drove identification of key greenfield sections such as Narromine to Narrabri.

Following the completion of IRAS, the Australian Government approved an initial $300 m allocation in the 2011–12 Federal Budget forward estimates for Inland Rail pre-construction activities spanning the 2014/15–2018/19 period.

Following the 2013 Federal Election, the incoming government committed to this $300 m funding, in conjunction with announcements regarding the formation of the Inland Rail Implementation Group.

The $300 m funded developmental work on Inland Rail through to 2018/19 established the basis for the development of ARTC Inland Rail in the lead up to Project delivery.

In late 2013, then Deputy Prime Minister, Warren Truss announced the formation of the Inland Rail Implementation Group (IRIG), chaired by the Hon John Anderson AO, with senior representatives of relevant Australian, QLD, NSW and Victorian infrastructure departments, and the ARTC CEO IRIG was tasked with preparing a 10-year delivery strategy and business case for Inland Rail.

During 2014, the IRIG worked with a Stakeholder Reference Group comprising key representatives from across the transport and logistics industries to develop the Inland Rail Service Offering.

The Service Offering specified the key outputs Inland Rail would offer to the market: transit time, reliability, pricing and availability. Achieving the Service Offering (in particular transit time and reliability) has been a critical consideration in route selection.

The Inland Rail Implementation Group Report (IRIG Report) was delivered to the Australian Government in August 2015. The report recommended that Inland Rail should proceed to implementation over a 10-year delivery period. The IRIG Report largely adopted the 2010 IRAS-recommended alignment, with certain variations and recommendations for further assessment.

The ARTC 2015 Inland Rail Program Business Case (Business Case) was the key supporting document for the IRIG Report. The Business Case demonstrated that Inland Rail could drive a significant shift in rail's share of freight transported and also drive an increase in the total volume of freight moved.

On receiving the IRIG Report, the Australian Government referred the Business Case to Infrastructure Australia for assessment. Following assessment of the Business Case, Infrastructure Australia added Inland Rail to the Australian Infrastructure Priority List as a Priority Project in May 2016.

In the 2016–17 Federal Budget, the Australian Government announced that Inland Rail would be delivered through ARTC in partnership with the private sector, and that it would undertake market testing for private sector involvement in the Project.

The Budget allocated an additional $593.7 m as an equity injection to ARTC to progress land acquisition, the continuation of pre-construction and due diligence activities.

The 2006 North South Rail Corridor Study, the 2010 IRAS and the IRIG Report were largely desktop studies with consultation focused on government and industry stakeholders. There was limited consultation with other stakeholders, including local communities. This was appropriate given the very high-level nature of the decisions being made about route and alignment during this period.

Extensive landholder, community and stakeholder consultation for Inland Rail commenced in early 2016 as a preferred alignment started to become clearer.

3.1 North–South Rail Corridor Study

The Minister for Transport and Regional Services, the Hon Warren Truss MP, announced on 17 September 2005 that the North–South Rail Corridor Study would commence. He noted that the study would define fundamental economic and financial issues associated with the future development of rail freight on the Corridor. The Minister added that the study would examine major issues such as the movement of rail freight through the three major capital cities as well as major terminal and port interface issues. The study was also announced on the Department of Transport and Regional Services (DOTARS) website.

The study comprehensively examined the adequacy of the existing Melbourne to Sydney to Brisbane rail corridor to meet future freight demand. The study examined different options for an enhanced, existing coastal route or alternative inland routes. Key issues included infrastructure links, engineering, environmental, urban and regional planning issues. A financial and economic analysis was also undertaken on each of the route options. The consultation strategy for this study identified the groups listed in Table 7.

TABLE 7: CONTRIBUTORS TO THE STUDY AREA

Australian Government and State Government department and agencies	
▸ Bureau of Transport and Regional Economics (BTRE)	▸ Department of Natural Resources and Mines (QLD)
▸ CSIRO (Land and Water)	▸ Department of Natural Resources (NSW)
▸ Environmental Protection Agency (QLD)	▸ Department of Planning (NSW)
▸ Geoscience Australia	▸ Department of Sustainability and Environment (VIC)
▸ Heritage NSW	▸ Department of Transport (QLD)
▸ Department of Environment and Heritage (Cth)	▸ Ministry of Transport (NSW)
▸ Department of Environment and Heritage (NSW) Department of Infrastructure (VIC)	▸ Parks VIC
▸ Department of Lands (NSW) Department of Lands (VIC)	▸ Queensland Transport (QT)
▸ Department of Local Government (QLD)	▸ Roads and Traffic Authority NSW
▸ Department of Main Roads (NSW)	▸ Transport Infrastructure Development Corporation (NSW)
▸ Department of Main Roads (QLD)	▸ Treasury (Cth)
▸ Department of Transport and Regional Services (DOTARS)	▸ VicRoads
Rail industry and potential rail providers	
▸ Australian Inland Rail Expressway	▸ Pacific National (PN) (PN Rural and Bulk)
▸ Australian Railroad Group	▸ Patrick Portlink
▸ Australian Transport and Energy Corridor	▸ Queensland Rail (QR) (QR National, QR Access)
▸ Australasian Rail Association Inc. (ARA)	▸ RailCorp
▸ Australian Rail Track Corporation (ARTC)	▸ Sadliers
▸ Colin Rees Transport	▸ Silverton
▸ Connex Group Australia	▸ Specialised Container Transport (SCT) Logistics
▸ Great Australian Trunk Rail System	▸ Transport Infrastructure Development Corporation
▸ Lachlan Valley Rail Freight	▸ VicTrack

Freight forwarders and other rail customers, and current and potential major freight clients

- Australian Airports Association
- Australian Logistics Council
- Australian Federation of International Forwarders
- Brisbane Port Authority
- FCL K&S Linfox
- National Logistics Council
- Newcastle Port Authority
- Amcor Australia
- Post BlueScope Steel
- Coca-Cola Amatil
- Coles Myer
- Fisher & Paykel
- P&O
- Patrick Corporation (Autocare, Logistics)
- Port of Geelong
- Port of Hastings
- Port of Melbourne Authority
- Port Kembla Port Authority
- Shipping Australia
- Sydney Port Authority
- Toll
- Fosters Group
- Graincorp
- Incitec Pivot
- Smorgon Steel
- Toyota
- Woolworths

Regional stakeholders /Local Governments, Area Consultative Committees and other interested parties

- Area Consultative Committees (ACCs)
- Australian Shipowners Association
- Chambers of Commerce/regional development associations
- Councils/Local Government
- National Transport Commission
- Unions

The high level of cooperation by industry, including existing and potential rail customers and operators, freight forwarders and port operators, as well as government agencies, has enabled the Corridor Study Team to compile a comprehensive view of industry perspectives backed by relevant data.

The Corridor Study Team also received written and oral advice from several key stakeholder groups including: Australian Government; state governments; rail industry representatives; freight forwarders and other rail customers (current and potential); potential rail providers; major freight clients; regional stakeholders/local governments; ACCs; and other interested parties, and conducted a review and assessment of submissions received from interested parties.

These meetings enabled discussion and validation of data and information elements, assumptions, methodologies adopted for analysing the data and conclusions reached, highlighting of issues and focus points and provision of feedback, comments and information.

In addition to the consultation with government and industry undertaken in the data collection, and to ensure that all interested parties were engaged in a transparent and consistent manner, the Study Team invited written submissions to the Study and an email address was provided to facilitate electronic lodgement of submissions. An important part of the stakeholder consultation process involved the engagement of regional stakeholders and relevant ACCs were specifically invited by DOTARS to provide a submission.

The North–South Rail Corridor Study examined four broad alternatives between Melbourne and Brisbane, ranging from a far western sub-corridor via western NSW through to a coastal sub-corridor via Sydney and the North Coast. The study identified that a far western sub-corridor (via Albury and Parkes) would have the lowest capital cost, fastest transit time and the best economic cost–benefit performance.

The Far Western Sub-Corridor identified in the North–South Rail Corridor Study formed the starting point for the IRAS completed in 2010.

3.2 Melbourne–Brisbane Inland Rail Alignment Study

On 28 March 2008, the Minister for Infrastructure, Transport, Regional Development and Local Government, the Hon Anthony Albanese MP announced the study as 'an open, extensive study to determine the economic benefits and likely success of a new multi-billion-dollar standard-gauge inland railway between Melbourne and Brisbane'. In this announcement, the Minister stated that ARTC was asked to conduct the study, building on work undertaken earlier in the North–South Rail Corridor Study.

The route to be developed would generally follow the far western sub-corridor identified in that study. As well as determining the route alignment, the Minister stated that the ARTC study would provide both the government and private sector with information that would help guide their future investment decisions, including likely demand and an estimated construction cost. The study would provide the government with a basis for evaluating private financing options for part or the entire Project. The Minister also requested that the study be customer-focused and consultative, involving discussions with state governments, industry, local government and major rail customers.

The stakeholders consulted by the study team during the Melbourne–Brisbane Inland Rail Alignment Study are identified in Table 8.

TABLE 8: MELBOURNE-BRISBANE INLAND RAIL ALIGNMENT STUDY STAKEHOLDERS

Rail Customers	Other Stakeholders
▸ Amcor	▸ Australian Transport and Energy Corridor Ltd (ATEC)
▸ Australia Post	▸ Border Region Organisation of Councils (Moree)
▸ AWB	▸ Brisbane City Council
▸ Bluescope	▸ Davidson Consulting
▸ Coles	▸ Farmers organisations
▸ Costa	▸ Great Australian Trunk Rail System (GATR)
▸ CS Energy	▸ Local councils along the route
▸ Ford	▸ Local government associations
▸ GrainCorp	▸ Northern Sydney Freight Corridor study team
▸ K& S Freighters	▸ NSW Ministry of Transport
▸ Linfox	▸ Queensland Department of Mines and Energy
▸ Moraitis	▸ Queensland Rail
▸ New Hope	▸ Department of Transport and Main Roads (formerly Queensland Transport)
▸ Northern Energy	▸ Shepparton—Food Bowl Inland Rail Alliance
▸ OneSteel	▸ Rail Corp
▸ Pace Farm	▸ Rail Infrastructure Corporation
▸ Pacific National	▸ Victorian Department of Transport
▸ Peabody	▸ Warwick–Cunningham Rail Link
▸ Port of Brisbane	▸ Others who made submissions or written letters
▸ QR National	
▸ SCT Logistics	
▸ Toll Holdings	
▸ Troncs Transport Solutions	
▸ Toyota	
▸ Visy	
▸ Woolworths	

The IRAS analysed a large number of alternatives within the Far Western Sub-Corridor and identified a detailed alignment that sought to minimise construction and operational costs and maximise the economic benefit—in particular, freight user benefits flowing from operating cost savings, time savings and improved reliability. This drove identification of key greenfield sections such as Narromine to Narrabri.

Analysis indicated there is demand for the railway. An alignment has been developed that can achieve an average Melbourne–Brisbane transit time (terminal-to-terminal) of 20 hours and 30 minutes on a route more than 100 km shorter than the current coastal route on which the transit time, with improvements now under way, will be about 27 hours and 30 minutes. Construction of the railway will result in a freeing of rail capacity through Sydney.

Following the completion of the 2010 IRAS, the Australian Government approved an initial $300 m allocation in the 2011–12 Federal Budget forward estimates for Inland Rail pre-construction activities spanning the 2014/15–2018/19 period.

3.3 Inland Rail Implementation Group

In late 2013, then Deputy Prime Minister, Warren Truss announced the formation of the Inland Rail Implementation Group (IRIG), chaired by the Hon John Anderson AO, with senior representatives of relevant Australian, QLD, NSW and Victorian infrastructure departments, and the ARTC CEO IRIG was tasked with preparing a 10-year delivery strategy and business case for Inland Rail.

During 2014, IRIG worked with a Stakeholder Reference Group comprising key representatives from across the transport and logistics industries to develop the Inland Rail Service Offering.

The Service Offering specified the key outputs Inland Rail would offer to the market—transit time, reliability, pricing and availability. Achieving the Service Offering (in particular, transit time and reliability) has been a critical consideration in route selection.

The IRIG Report was delivered to the Australian Government in August 2015. The report recommended that Inland Rail should proceed to implementation over a 10-year delivery period. The 2015 IRIG Report largely adopted the 2010 IRAS recommended alignment, with certain variations and recommendations for further assessment.

3.4 Inland Rail Program Business Case

The ARTC 2015 Inland Rail Program Business Case (Business Case) was the key supporting document for the IRIG Report. The Business Case demonstrated that Inland Rail could drive a significant shift in rail's share of freight transported and also drive an increase in the total volume of freight moved.

Extensive consultation with key market participants and other industry stakeholders has been undertaken to develop the service offering and scope of the Inland Rail Program to ensure the infrastructure meets market needs in terms of service specification and performance.

The Business Case outlined engagement undertaken to date and describes the communication and stakeholder engagement strategy for Inland Rail, which has played a role in incorporating stakeholder feedback on the service offering that underpins the Inland Rail scope and cost estimates.

The approach to Inland Rail communication and engagement for the Business Case was based on the following principles:

- Build awareness, understanding and support for Inland Rail among customers, stakeholders and the community
- Harness the sense of ownership through advocates of Inland Rail
- Create an active dialogue with customers, communities and other stakeholders
- Identify and manage issues and opportunities
- Actively seek opportunities to create value for money legacy outcomes for stakeholders while not compromising the scope and budget of Inland Rail. For example, identifying opportunities to improve local rail and road interfaces where it benefits Inland Rail and improves community safety and amenity.
- Support through internal communication and engagement, and knowledge transfer in order to maximise the value of the investment.

The approach is based around the foundations of public participation developed by IAP2, which is widely considered best practice in Australia and internationally, and which is used as the standard for stakeholder engagement by state governments and the Australian Government. It also draws on the international standard for stakeholder engagement, the Accountability AA1000 Stakeholder Engagement Standard. In particular, the strategy draws on the concepts of materiality in determining when and how to engage.

Other practices, precedents and lessons learnt that have been considered in developing the strategy (and broader Inland Rail Program) include:

- Established engagement practices and precedents from projects including the Southern Sydney Freight Line
- Recent public and private sector infrastructure projects in QLD, NSW and Victoria, including the SEQ Water Grid (Queensland), East–West Link (Victoria) and the Narrabri Gas Project (New South Wales)
- Emerging international practice from other significant rail projects such as High Speed Two (United Kingdom).

3.4.1 Key stakeholders

The following three dimensions shaped the identification of stakeholders and determination of the engagement approach:

- Influence: the people who are or in the future may be able to influence the Inland Rail delivery effort, whether their actions are likely to drive or impede performance. These include those with informal influence and those with formal decision-making power.
- Representation: the people who are, through regulatory structures or culture and tradition, entrusted to represent other individuals, i.e. local community leaders, MPs, councillors or leaders of membership organisations.
- Proximity: the people who are geographically close to the alignment and the diverse group of professional people and employees working within organisations directly responsible for contributing to the advancement of Inland Rail.

The key stakeholder groups in Table 9 were identified as influencing or being affected by Inland Rail.

TABLE 9: INLAND RAIL BUSINESS CASE STAKEHOLDERS

Government

- The Deputy Prime Minister and Minister for Infrastructure and Regional Development
- IRIG
- Relevant Australian and State ministers and Members of Parliament (including key parliamentary committees)
- Selected local governments, chief executive officers, mayors and councilors
- Relevant Australian Government and State Government departments, agencies and their officers
- Economic regulatory bodies
- Neighbouring and related projects
- Emergency services

Community

- Local property owners
- Community groups and individuals

Environment

- Traditional Owners
- Peak environmental groups
- Local groups, coalitions or individuals
- Relevant university academics and researchers

Media

- Local/regional radio print and television
- Metropolitan/national television, radio and print
- Online newsletters and blogs including social media
- Specialty rail, transport and freight logistics trade media.

Business and Industry

- Customers
  - Rail companies and their advisors
  - Freight logistics chief executive officers, executives and their advisors
  - Multimodal freight terminal operators and proponents
- Collaborators
- Rail investors and their advisors
- Suppliers
- Professional services and advisory firms (engineering, financial, environmental, and legal)
- Construction, infrastructure and materials supply companies
- Real estate and rural real estate agents
- Local/regional small-to-medium businesses and chambers of commerce
- Trade Unions
  - The Rail Bus and Tram Union
  - The Transport Workers' Union
- Industry
  - Ports
  - End users
- Peak industry groups such as the Australian Rail Association and the Australian Logistics Council

3.4.2 Engagement activities

Inland Rail engagement activities increased significantly since mid-2014 with a range of consultations with all levels of government, peak bodies, potential customers, end users and the logistics industry.

The activities include:

- Meetings in regional areas from June 2014 including Ipswich, Toowoomba, Narrabri, Dubbo, Parkes, Wagga Wagga and Wodonga to brief local government leaders, stakeholders and industry representatives on Inland Rail, and to seek local insight and feedback.
- Industry information sessions were held in Sydney and Brisbane in September 2014 to inform potential suppliers about upcoming opportunities, including how and when they can potentially get involved with Inland Rail.
- These sessions were attended by more than 400 representatives from Australian and international construction, engineering and rail companies.
- Extensive one-on-one meetings with local government representatives, peak bodies, potential customers and key State and Australian Government agencies.
- The provision of an 1800 Community Information Line to deal with early enquiries from community members and landholders.
- Attendance at industry forums including Heavy Haul (Newcastle); Rail Freight Futures (Melbourne), the Australian Logistics Council Annual Forum (Melbourne), and Murray Now (Albury).
- Inviting key local governments and businesses to contribute their views in terms of the potential benefits of Inland Rail through a submission process which was complementary to but separate from the Program Business Case.

Consultation with industry, customers and end users led to the development of the Inland Rail service offering. This consultation included an industry survey, extensive one-on-one interviews with current customers of the national rail freight network, and debate at two forums of a Key Stakeholder Reference Group, convened by Department of Infrastructure, Transport, Regional Development and Communications (formerly Department of Infrastructure and Regional Development). Stakeholders demonstrated keen interest in the Project and made clear supportive statements.

The key stakeholder reference group comprised:

- Agforce Queensland
- Aurizon
- Australasian Railway Association
- Australian Food and Grocery Council
- Australian Logistics Council
- Australian Trucking Association
- Bluescope Steel
- CEVA Logistics
- Coles DB Schenker
- Genese and Wyoming Australia Pty Ltd
- GrainCorp
- Melbourne Brisbane Inland Rail Alliance
- National Farmers Federation
- NRMA
- New South Wales Farmers
- Asciano Pacific National
- Port of Brisbane Pty Ltd
- Queensland Resources Council: New Hope Group
- Queensland Resources Council: Stanmore Coal
- Cube Holdings
- SCT Logistics
- Toll Intermodal
- Victorian Transport Association
- Woolworths Limited.
- Yancoal.

3.4.3 Key findings

Engagement activities undertaken during the Business Case indicated sustained positive interest in Inland Rail from all key stakeholder groups. Customers have described Inland Rail as:

- A vital piece of infrastructure that will reduce freight transit times and reduce congestion
- The best response to the freight challenge
- Essential infrastructure.

A spokesperson for Woolworths Ltd (2014) stated:

1. *'An inland rail corridor linking Victoria and New South Wales with Queensland has the potential to be Australia's most important piece of logistics infrastructure. Unencumbered by constraints of the existing coastal route, Inland Rail will promote economic benefits through the efficient movement of both manufactured and fresh products between some of Australia's largest domestic markets. The safety and environmental upside of an inland rail link will also be significant.'*

Local councils and regional businesses have talked about the strong regional development potential and enhanced connectivity that Inland Rail will bring. Farming and mining exporters have commented that Inland Rail will create competition in the logistics supply chain, driving down costs and making them more competitive in world markets. Motoring organisations and councils have identified the potential to reduce the burden on regional road networks and improve road safety outcomes.

Stakeholder sentiment toward Inland Rail is strongly supportive and positive, providing confidence that Inland Rail will be able to win and maintain its social licence.

3.4.4 Summary

Effective communication and stakeholder engagement are critical to the successful delivery of Inland Rail. Consultation with industry, customers and end users led to the development of the Inland Rail service offering. Key stakeholder groups have shown sustained positive interest in Inland Rail, acknowledging it as a vital piece of infrastructure to reduce freight transit times, reduce truck and road congestion, and create competition in the logistics supply chain. The Inland Rail communication and stakeholder engagement strategy has been used as the basis and continuously refined throughout Project development.

3.5 Alignment planning to support business

During alignment concept planning, the Australian Government engaged with the supply chain and established the need for Inland Rail as alternative freight transport for the distribution of goods from Melbourne to Brisbane.

Operation of freight networks comprise transport systems and intermodal terminals. To facilitate the operation of the C2K alignment as part of the Inland Rail program, ARTC consulted with stakeholders in relation to the operation of existing and planned future intermodal terminals. These included:

- Toowoomba Wellcamp Airport
- Queensland Rail in relation to the operation of the Acacia Ridge rail facility
- SCT Logistics in relation to operation of the Bromelton freight terminal
- DTMR, councils and developers in relation to future planning proposals.

3.6 Southern Freight Rail Corridor Alignment Study

DTMR completed a preliminary planning and environmental impact assessment for SFRC to reserve a corridor of land for future railway development (AECOM, 2010) via Community Infrastructure Designation (CID) under the now superseded *Sustainable Planning Act 2008*. The aim of the study was to identify a future route for a freight rail corridor connecting the western rail line near Calvert to the interstate railway north of Beaudesert to accommodate future growth of rail freight in South East Queensland.

The SFRC route was viewed as having characteristics and design parameters suitable for Inland Rail and it was adopted as the preferred route between then Rosewood and now Calvert, and Kagaru.

Consultation was conducted over the course of the SFRC project included:

- Landholder discussions and interactions between October 2007 and January 2008
- Community information sessions during November 2007
- Notification and invitation for submissions on the draft assessment report, in accordance with the Guidelines About Environmental Assessment and Public Consultation Procedures for Designating Land for Community Infrastructure (the Guidelines)
- Notification and invitation for submissions on the final assessment report, in accordance with the Guidelines.

Some 28 submissions, consisting of 371 comments, were received on the SFRC project. A summary of these comments is in Table 10.

TABLE 10: KEY THEMES—SOUTHERN FREIGHT RAIL CORRIDOR ALIGNMENT STUDY

Theme	Summary
Direct property impacts	▸ Impact on property values ▸ Accessibility to and between properties during operation and construction ▸ Viability of current land use activities
Ebenezer alignment change	▸ Koala groups noted that the revision to the alignment would reduce impacts on koala habitat and populations ▸ Landholders near the realignment believe that the change was unjustified and excluded community view ▸ Community members believe that the revision to the alignment was not for the purpose of avoiding impact
Route selection	▸ Studies are insufficient for decision-making purposes and optioneering
Engagement process	▸ Dissatisfaction with the community engagement process
Economic impacts	▸ Decreases in property values due to the potential amenity impacts during construction and operation ▸ Interruption to local business operations as a result of indirect impacts ▸ Tourism impacts
Flooding	▸ Flood immunity ▸ Cross drainage (or lack of) causing change to localised flood impacts
Unexploded ordnance	▸ Concern that the level of risk associated with unexploded ordnance interactions has been underestimated in reporting
Environmental impacts	▸ Vegetation clearing requirements of the Project ▸ Appropriate strategies to avoid/mitigate impacts
Uncertainty	▸ Timeframes for construction and operational commencement
Urbanisation and inappropriate development	▸ Considered an incompatible use that has the potential to open up the Scenic Rim to urban development
Amenity	▸ Concerned that the development of a rail line in the area will detract from the quiet rural qualities of the locality
Noise	▸ Operational rail noise impacts and the potential consequences of intrusive noise on rural land uses and amenity

The SFRC study addressed these comments as part of a final report, which was reviewed as part of the EIS preparation.

3.7 Early Project engagement activities

Before the Project ToR was finalised, consultation activities started in advance to establish relationships with key stakeholders, to allow ARTC to gain an understanding of stakeholder issues, interests and concerns. This engagement included:

- Technical sessions with local governments
- Landholder engagement
- Community information sessions.

These engagement activities are discussed in the following sections.

3.7.1.1 Technical sessions with local governments

ARTC held several sessions with ICC and SRRC (in May and June of 2015) to introduce the Project. Because information about the Project was very limited at this time, these discussions were high level and included determining how ARTC could best work with local governments to share information, discuss proposed timing and approval processes, and identify any key topics of interest for local governments.

Issues that were consistent across all local government sessions included:

- Public and private level crossing operations and safety (interface between road and rail)
- Landholder acquisition sensitivities
- Noise mitigation of the operational corridor
- Minimising impacts on endangered species—minimising impacts on flora and fauna endangered species is a priority and will require offsets
- Early planning around offsets
- Flooding and mitigation measures.

3.7.1.2 Landholder engagement

During this phase, engagement was predominantly face-to-face meetings with landholders whose properties were required for field studies. These meetings provided insight into the issues associated with the Project. Key themes included:

- Adherence to the gazetted SFRC
- Land acquisition arrangements and timing
- Ongoing consultation with the dedicated community engagement lead was a consistent request.

3.7.1.3 Community information sessions

Three advertised community information and feedback sessions were held between 4 and 8 July 2017 in Purga, Peak Crossing and Beaudesert. Direct mail invitations were distributed to landholders located within the study corridor, with 62 attendees in Purga, 44 attendees in Peak Crossing and 32 attendees in Beaudesert.

Key concerns raised during these sessions were:

- Flooding—key studies need to understand localised water flows
- Noise—landholders concerned about noise levels when trains are operational
- Koalas—protection of koala habitats
- Road networks—minimising severance of the local road network
- Property devaluation—due to the introduction of this infrastructure.

4. EIS Stakeholder engagement activities

4.1 Overview

Consultation activities to support the development of the EIS development were structured to provide multiple opportunities for both targeted stakeholders and the wider community to participate in the Project. Stakeholders have been engaged using a range of techniques, including presentations and briefings, newsletters, community information sessions, web-based material and face-to-face discussions. These engagements were supported by opportunities to provide feedback via comment forms, interactive mapping, workshops and Project-specific contact channels.

Consultation activities are described in Section 4.2 to 4.4 and the communication tools that supported the activities are described in Section 4.5. Figure 2 summarises these activities and related tools.

Outcomes of the stakeholder engagement activities are discussed in Section 6.

FIGURE 2: DRAFT EIS CONSULTATION ACTIVITIES AND COMMUNICATION TOOLS

4.2 Project introduction

In July 2017, three community information sessions raised community awareness about the Project and advised of the formal start of the approval process. The sessions ran for three hours and were a drop-in format, with members of the ARTC available to answer questions. The information sessions were advertised through a mailout, posters, advertisements and direct email.

4.3 Public display of the draft Terms of Reference

The draft ToR for the Project was publicly displayed and open for comment between 26 August and 25 September 2017. Table 11 and Table 12 summarise the submissions received on the draft ToR. Some 312 comments were received from 50 submissions received by the Coordinator-General. After reviewing the submissions, the Coordinator-General amended the ToR and the final ToR was issued on 8 December 2017.

TABLE 11: DRAFT TERMS OF REFERENCE, SUBMITTER TYPE AND NUMBER

Submitter type	Number of submissions
Interest group—environmental	1
Private individual	36
Government agency	10
Business and industry	3

TABLE 12: DRAFT TERMS OF REFERENCE, COMMENT TYPE AND NUMBER

Submitter type	Number of comments
Flora and fauna	48
Surface water	45
Social	36
Noise and vibration	33
Project description	28
Land use and tenure	24
Air quality	19

4.4 Overview of EIS phase of stakeholder engagement

The following consultation activities were undertaken as part of the EIS phase of stakeholder engagement. This EIS phase provided opportunities for stakeholders to comment and participate on the Project.

4.4.1 Elected representatives

Since the commencement of the Project, ARTC has held formal meetings and briefings with federal and State elected representatives. The purpose of this engagement was to:

- Inform elected representatives of the Project and the EIS process
- Gain an understanding of the issues and opportunities currently facing the electorates
- Identify the potential impacts, benefits and mitigation measures for the Project.

In addition to these meetings, elected representatives have attended numerous community engagement events.

4.4.2 Australian Government

Briefings and meetings with Australian Government agencies were undertaken in relation to the Project draft EIS process. Thirteen meetings were held with the Department of Agriculture, Water and the Environment (DAWE), formerly the Department of Environment and Energy, between 2016 and 2020. These briefings and meetings covered:

- Inland Rail Program update
- Project update
- Progress update on EIS topics
- Discussion about Matters of National Environmental Significance relevant to the Project area and EIS preparation
- Discussion on the assessment methodology adopted for the relevant Matters of National Environmental Significance.

Program-wide and EIS specific meetings were also held with the Office of the Deputy Prime Minister.

ARTC progress reporting on the Inland Rail Program to lodgement of the EIS has been undertaken through the Inter-Departmental Committee (IDC) and Queensland Project Coordination Group (PCG) (refer Table 13). The Approvals, Benefits and Community Coordination Committee (ABC) also meets monthly.

TABLE 13: IDC AND PCG MEETINGS

Details	Attendees
8 March 2018 Brisbane IDC Meeting	Department of Premier and Cabinet Department of State Development Department of Environment DTMR Department of Housing Department of Social services Department of Indigenous Affairs Department of Infrastructure, Transport, Cities and Regional Development (DITCRD)
28 June 2018 Brisbane PCG meeting	DTMR DITCRD
17 July 2018 Brisbane IDC meeting	Department of Premier and Cabinet Department of State Development Department of Environment DTMR Department of Housing Department of Social services Department of Indigenous Affairs
10 October 2018 Brisbane PCG meeting	DTMR DITCRD
21 November 2018 Brisbane PCG meeting	DTMR DITCRD
21 January 2019 Brisbane PCG meeting	DTMR DITCRD
26 February 2019 Brisbane PCG meeting	DTMR DITCRD
9 May 2019 Brisbane PCG meeting	DTMR DITCRD

4.4.3 State Government

The key consultation activities undertaken to inform and work with QLD State Government stakeholders during EIS preparation has involved:

- Monthly Project meetings with the Office of the Coordinator-General, with delegates from other departments invited as required.
- State government agency briefings
- Several EIS technical meetings to discuss assessment methodologies, results of investigations and potential mitigation
- Meetings and workshops with social service providers to identify key issues, discuss the methodology and recommendation for inclusion in the social impact management plan.

Since the Project was announced as a Coordinated Project in June 2017, regular meetings have been held with the following State agencies to provide Project updates.

- Office of the Coordinator-General—regular updates with a total of nine meetings held from 10 May 2017 to 14 January 2019, followed by monthly meetings
- DTMR—meetings have covered safety, road–rail interfaces, land access and acquisition
- QR—meetings have been held with QR to discuss road–rail interfaces and collaborations with emergency services.

Technical Advisory Groups (TAGs) were convened by the Office of the Coordinator-General to discuss specific topics, including EIS methodology and assessment outcomes. Attendees at TAGs included ARTC and representatives from the following:

- Social TAG: Queensland Fire and Emergency Services (QFES), Department of Small Business and Training (DESBT), Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) (now the Department of State Development, Tourism and Innovation), Queensland Health, Queensland Ambulance Service, Department of Housing and Public Works, Lockyer Valley Regional Council, ICC, SRRC, Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP).
- Ecology TAG: Department of Environment and Science (DES); DSDMIP
- Air TAG: DES; DTMR; Department of Education (DoE); Queensland Health
- Noise TAG: DES; DTMR; DoE; Queensland Health.

Technical Working Groups are regularly convened by Inland Rail and attended by QR and DTMR. Topics discussed at the Technical Working Groups included progression of design, access to the corridor, the road network, property matters, geotechnical investigations, asset ownership, road–rail interfaces and progression of stakeholder engagement.

Appendix I of this report provides the State Government agency briefings and meetings undertaken for the Project.

4.4.4 Local government briefings and meetings

Since the commencement of the Project, ARTC has held multiple meetings and briefings with ICC, SRRC and LCC. The purpose of this engagement was to:

- Report progress to council officers and elected representatives of the design and EIS process
- Facilitate the councils' input into the design development
- Gain an understanding of the environmental, planning and engineering constraints and opportunities currently in the EIS investigation area
- Develop a working relationship with council officers to identify engineering, planning and environmental impacts, benefits and mitigation strategies during EIS development for implementation during construction and operation.

Meetings were regularly scheduled with each local government:

- Technical Working Groups (monthly)—cross-discipline meetings to provide Project updates on design development, draft EIS progression and community consultation activities
- Design interface meetings (fortnightly)—engineering- and design-focused discussions to identify where feasibility design impacts on local government infrastructure and to determine appropriate design solutions.

Appendix J of this report summarises meetings with local governments.

4.4.5 Scenic Rim Community Consultative Committee

The Scenic Rim CCC was established in December 2017 to:

- Establish good working relationships and promote information sharing between ARTC and local stakeholder groups and representatives
- Allow ARTC to keep the community informed about the Inland Rail Program, to seek community views on Project design and delivery and to respond to matters raised by the community
- Providing an additional conduit for the community to seek information from ARTC and give ARTC feedback on the development and implementation of the Project.

The Scenic Rim CCC aims to facilitate:

- Broader community involvement in the Project
- Local knowledge, issues, concerns and opportunities
- Increased understanding and awareness of the Project
- An effective response from ARTC to discuss emerging issues, concerns and opportunities.

The Scenic Rim CCC is specific to the Project and represents stakeholder and community interests in:

- Calvert
- Ebenezer
- Willowbank
- Rosewood
- Peak Crossing
- Purga
- Washpool
- Kagaru
- Undullah
- Beaudesert.

Membership

At the time of drafting this report, the Scenic Rim CCC had 13 members and an independent chair. The current and complete list of Scenic Rim CCC members is at **inlandrail.artc.com.au/sr-ccc**.

The membership of the CCC represents a broad cross-section of the community, including local businesses, Chamber of Commerce, residents' groups, conservation and protection groups, Traditional Owners and individual residents.

The CCC ensures representation of diverse viewpoints and provides a platform to raise community concerns. The role of the committee is to disseminate information about Inland Rail throughout the community and bring community views to the meetings. Meetings are currently advertised publicly, and observers and media are encouraged to attend.

Membership of the Scenic Rim CCC has been established using the following criteria:

- Knowledge of the local area, as evidenced by number of years living in the area, family links to the area (i.e. multi-generational farms) or significant landholdings
- Participation in the local community, as evidenced by membership of community groups, business groups, Parents and Citizens' Associations (P&Cs), local or regional non-government organisations (NGOs)
- Ability to gather and disseminate information about Inland Rail throughout the community and to bring representative views to the work of the committee.

Using these criteria ensured a diverse representation of viewpoints. Membership of the committee is voluntary, except for reimbursement of reasonable travel expenses, where approved by the Chair and ARTC. Members are appointed for two years, or until the Project has gained statutory approval.

CCC meetings

The Scenic Rim CCC meets with ARTC Project representatives quarterly, with additional meetings held on request. These meetings are also advertised, to provide an opportunity for stakeholders to attend and observe proceedings. The scheduled meetings allow for CCC members to:

- Receive briefings and updates on the Project
- Discuss and provide comment or feedback on aspects of the Project
- Represent community views regarding local issues, impacts and benefits
- Act as a conduit to provide information about the Project to the broader community.

The Scenic Rim CCC has met 11 times. Refer to Table 14 for meeting details.

TABLE 14: SCENIC RIM CCC MEETINGS

Purpose	Area of interest	Location	Timing	Attendees
Provide individuals with an opportunity to discuss process/ timeframes relating to the Project and land acquisition	▸ Understanding the interests and views of members and what they hope to achieve through their involvement in the committee ▸ Ratifying the Interim Charter for the committee ▸ Reaching agreement about future meetings, including guest speakers, topics for discussion, dates, times and locations.	Yamanto	6.00 pm–8.00 pm, 14 December 2017	14
Explain the coordinated Project process, EIS process and gazetted corridor	▸ Appointment of Technical and Approvals Consultancy Services to the Future Freight Joint Venture (FFJV), comprising AECOM and Aurecon ▸ Types of engineering and environmental investigations that are scheduled to occur over the next 12–18 months ▸ Technical milestones, including field investigations, modelling, design progress and development of the EIS ▸ EIS progress to date and future milestones, as part of the process	Beaudesert	6.00 pm–8.00 pm, 22 February 2018	22
Elders to provide information on areas of cultural heritage significance	▸ EIS overview for the next 18 months ▸ Presentation of alternative alignments through the Teviot Range ▸ Community engagement taking place for the Project ▸ SIA survey as part of the EIS	Peak Crossing	6.00 pm–8.00 pm, 30 May 2018	35
▸ Project update ▸ Alignment proposed ▸ ARTC approach to noise ▸ Examples of rail and noise globally ▸ Provide communication feedback channels to the community—interactive map, 3D video fly-through	▸ Alignment changes at Sandy Creek, Washpool Road and Teviot Range ▸ Flood modelling underway ▸ Geotechnical investigations will occur for the next six months ▸ SIA survey results ▸ Noise impact assessment methodology likely impacts and provision of case studies ▸ Flora and fauna workshops	Rosewood	6.00 pm–8.00 pm, 6 September 2018	32
Project update with a focus on Social Performance	▸ Crossing loops ▸ Biosecurity—fire ants ▸ Noise impacts—case studies on noise	Boonah	6.00 pm–8.00 pm, 29 November 2018	20
▸ Project update ▸ Update on crossing loop locations ▸ Noise mitigations used in other infrastructure projects	▸ Relocation of crossing loops ▸ Location of level crossings ▸ Flood modelling results to be shared with community	Beaudesert	6.00 pm–8.00 pm, 21 February 2019	29

Purpose	Area of interest	Location	Timing	Attendees
▸ Focus on the EIS process ▸ EIS findings ▸ How to make formal comments ▸ Approvals process ▸ Provide feedback/ discussion to the community regarding impacts to flora and fauna	▸ ARTC EIS task list ▸ Air quality ▸ Noise and vibration ▸ Landscape and visual amenity ▸ Traffic ▸ Flora and fauna ▸ Surface water, hydrology and groundwater ▸ Land resources, land use and tenure ▸ Heritage ▸ Waste ▸ Social performance ▸ Community engagement ▸ Interactive map overview ▸ Committee members raised the community benefit of upskilling residents to gain employment ▸ Flora and fauna workshops to be held with environmental groups ▸ Social impact update—new mental health partnerships	Peak Crossing	6.00 pm–8.00 pm, 23 May 2019	17
▸ Preliminary draft EIS has been lodged with OCG ▸ PPP update ▸ Operational noise	▸ Noise and vibration ▸ PPP update ▸ How viewpoints were selected for landscape and visual amenity ▸ Traffic, transport and access ▸ Social performance ▸ Community engagement	Rosewood	6.00 pm–8.00 pm, 5 September 2019	20
▸ Update for CCC in 2020 ▸ Economic benefits ▸ Design decision process	▸ Economics ▸ Traffic, transport and access—Middle Road ▸ Noise and vibration—limit impact on community	Boonah	6.00 pm–8.00 pm, 28 November 2019	6
▸ Introductory session following committee renewal	▸ Middle Road level crossing ▸ Noise and vibration ▸ Public display of the draft EIS and associated timeframes	Online	6.00 pm–7.30 pm 23 April 2020	13
▸ Focus on the EIS process ▸ EIS findings ▸ How to make formal comments	▸ Project update ▸ EIS status update ▸ Scenic Rim Regional Council presentation by Deputy Mayor ▸ Independent Flood Panel	Boonah	6:00pm – 8:00pm 16 July 2020	26

4.4.6 Targeted meetings, workshops and communications

Twenty targeted meetings, workshops and communications were held with local interest groups and stakeholders to better inform baseline data collection, validate flood modelling inputs, and support a robust impact assessment process. A summary of the targeted meetings, workshops and presentations is in Table 15.

TABLE 15: TARGETED MEETINGS, WORKSHOPS AND PRESENTATIONS

Purpose	Location	Timing	Attendees
Hydrology and flooding			
Presentation on impact assessment process and discussion about planned data collection / validation exercises (presented to community during Scenic Rim CCC)	Boonah	6.00 pm–8.00 pm, 29 November 2018	20
Presentation of findings with residents to validate flood modelling (two sessions held)	Peak Crossing	3.00 pm–6.00 pm, 3 December 2018 6.00 pm–8.00 pm, 5 December 2018	16 12
Presentation on hydrology modelling, conditions validated in workshops with community (presented to community during Scenic Rim CCC)	Beaudesert	6.00 pm–8.00 pm, 21 February 2019	14
Flora and fauna			
Presentation to local environmental groups on the flora and fauna impact assessment methodology	Peak Crossing	4.0 0pm–6.00 pm, 28 February 2019	18
Workshop with local environmental groups to discuss, identify and assess mitigation and management measures for species nominated by the group	Ipswich	4.00 pm–6.00 pm, 24 June 2019	4
WildNet training			
Training session for local environment groups in the use of WildNet to support the uploading of locally collected field results (two sessions held) Mitigation strategy input	Peak Crossing and Gatton	2.00 pm–4.00 pm, 3 June 2019 and 2.00 pm–4.00 pm, 6 June 2019	10 14
Biosecurity			
Presentation of how biosecurity laws apply to the Project (presented to community during Scenic Rim CCC)	Boonah	6.00 pm–8.00 pm, 29 November 2018	20
Noise and vibration			
Presentation on noise impact assessment methodology, applicable guidelines and similar case studies / projects (presented to community during Scenic Rim CCC)	Boonah	6.00 pm–8.00 pm, 29 November 2018	20
Presentation on noise impact assessment findings (presented to community during Scenic Rim CCC)	Beaudesert	6.00 pm–8.00 pm, 23 May 2019	6
Social			
Presentation to inform community on SIA process and community survey (presented to community during Scenic Rim CCC)	Peak Crossing	6.00 pm–8.00 pm, 30 May 2018	35
Presentation on community survey results to obtain feedback from community representatives on preliminary findings (presented to community during Scenic Rim CCC)	Rosewood	6.00 pm–8.00 pm, 6 September 2018	24

Purpose	Location	Timing	Attendees
Presentation on Inland Rail's Social Performance Program (presented to community during Scenic Rim CCC)	Boonah	6.00 pm–8.00 pm, 29 November 2018	20
Presentation on Inland Rail's Social Performance Program and mitigations (presented to ICC, SRRC, Lockyer Valley Regional Council (LVRC) and Office of Coordinator-General)	Ipswich	10.00 am–11.30 am, 18 July 2019	22
Project description and rationale			
Study area tour to familiarise community representatives with study area features and Project disturbance zones (open to Scenic Rim CCC only)	Calvert to Kagaru study area	8.30 am–5.00 pm, 20 November 2018	12
Community consultation session to discuss proposed alignment and EIS timeline. Key concerns: current flood conditions, cumulative noise with Willowbank Raceway, visual amenity, social performance surveys.	Rosewood	4.00 pm–7.00 pm, 31 May 2018	29
Community consultation session to discuss proposed alignment and EIS timeline. Key concerns: Teviot Range realignment, road–rail interfaces for cattle, coal trains and noise.	Beaudesert	9.00 am–12.00 pm, 2 June 2018	16
Community consultation session to discuss proposed alignment and EIS timeline. Key concerns: Washpool Rd, Ipswich Boonah Rd, flooding, land acquisition and koalas.	Purga	4.00 pm–7.00 pm, 7 June 2018	19
Landscape and visual amenity			
Presentation on methodology, impact assessment process and findings. Discussion and presentation of visualisations. (presented to community during Scenic Rim CCC).	Rosewood	6.00 pm–8.00 pm, 5 September 2019	20

4.4.7 Community information sessions

Table 16 summarises the community drop-in sessions held to inform the community about the EIS. The community information sessions were hosted at community halls and shopping centres, and technical specialists responsible for delivering technical studies that support the EIS.

The community information sessions were advertised in local newspapers and information was also provided on the Inland Rail website. Since April 2019, the community information sessions have also been promoted via Inland Rail's social media channels including Facebook, Twitter, LinkedIn, YouTube and Instagram.

A summary of topics raised in community information sessions is included in Table 17.

TABLE 16: COMMUNITY INFORMATION SESSIONS

Purpose	Location	Timing	Attendees
Declaration of the Project			
Announcement of the Project Letters sent to 300 landholders	Purga	10.00 am–12.00 pm, 4 July 2017	62
	Peak Crossing	2.00 pm–4.00 pm, 6 July 2017	45
	Beaudesert	10.00 am–12.00 pm, 8 July 2017	32
Environmental Impact Statement – drop in Sessions #1			
▸ Project update ▸ Impact assessment scope and extent ▸ Data collection ▸ Assessment methodologies ▸ Community survey ▸ Stakeholder feedback on Project	Rosewood	4.00 pm–7.00 pm, 31 May 2018	29
	Beaudesert	9.00 am–12.00 pm, 2 June 2018	16
	Purga	4.00 pm–7.00 pm, 7 June 2018	19
	Peak Crossing	9.00 am–12.00 pm, 9 June 2018	47

Purpose	Location	Timing	Attendees
Shopping centre displays			
▸ Project update ▸ Map to show proposed alignment ▸ Overview on EIS investigations ▸ Sign up for e-news	Yamanto	9.00 am–5.00 pm, 12 November 2018	62
		9.00 am–5.00 pm, 14 November 2018	47
		9.00 am–4.00 pm, 17 November 2018	53
Environmental Impact Statement – drop in Sessions #2			
▸ Project update ▸ Impact assessment scope and extent ▸ Assessment methodologies ▸ Impact assessment findings ▸ Proposed mitigation measures ▸ Stakeholder feedback on Project	Beaudesert	4.00 pm–7.00 pm, 21 May 2019	21
	Rosewood	4.00 pm–7.00 pm, 22 May 2019	22
	Peak Crossing	2.00 pm–4.00 pm, 23 May 2019	25
	Purga	4.00 pm–7.00 pm, 24 May 2019	31
	Peak Crossing	9.00 am–12.00 pm, 25 May 2019	22

TABLE 17: CONSULTATION ISSUES

Issues	Number of comments
Cultural heritage	15
Hazard, health and safety	13
Transport	10
Community consultation process	9
Other	9
Land resources	7
Landscape and visual amenity	7
Economic	5
Project approvals	2
Waste management	2

4.4.8 Landholder consultation

Since June 2017, ARTC has had ongoing, direct communication and engagement with landholders in the vicinity of the Project. Some 180 properties have been identified as impacted by a land requirement for the proposed rail alignment. Of these properties, 119 lie within the SFRC and 54 properties are owned by DTMR or QR. For more detail see Chapter 8: Land Use and Tenure of the EIS.

More than 200 face-to-face meetings have been held, with ARTC consulting with over 380 landholders about the Project. Landholders who want to meet ARTC face-to-face can discuss the Project on their property, share their concerns and receive information that is specifically based on their questions or concerns.

A number of landholders have requested that ARTC do not call them or come onto their property to discuss the Project. ARTC has respected these landholders' requests and instead communicated by letter to keep the landholders up to date on the Project. The letters include ARTC contact details in case landholders change their minds and decide they want to meet with or engage with the Project.

All communication and liaison activities with landholders have been managed by ARTC. EIS-related communication with directly affected landholders included:

- Project introduction and announcement of route selected by the Australian Government
- Communication (written and verbal) requesting access to private land for study investigations
- Written correspondence to inform landholders of the proposed rail alignment and Project timelines
- Letters to attend and participate in community information sessions
- Invitations to participate in EIS-specific workshops
- Communication (written and verbal) identifying the extent of potential new impacts on their land
- Invitations to participate in SIA surveys
- Written correspondence to landholders that may experience a change in flood conditions, noise exceedances or disturbance works
- Discussions of key concerns in relation to the EIS—hydrology and noise mitigation.

Consultation feedback included information on:

- Project updates
- Timeline for proposed activities
- Communication channels for landholders to contact ARTC
- Design development, understand landholders' requirements and ensuring legal access to their property
- Land access requests and permission for field investigations
- Proposed changes to public roads and levels crossings
- Construction and operational infrastructure
- Flood modelling and noise exceedances
- Sharing EIS findings and results
- Invitations to community information sessions.

ARTC will continue to consult with landholders during future stages of the Project to ensure they are fully informed of the design process and continue discussions on proposed mitigation measures specific to their property.

4.4.9 Indigenous cultural heritage consultation

Aboriginal community consultation acknowledges the right of Native Title persons to be involved, through direct participation, on matters that directly affect their heritage. The following Traditional Owners have been identified as having an interest in the areas of land affected by the Project.

- Jagera Daran
- Yuggera Ugarapul.

Consultation with both parties commenced in February 2017 and is ongoing. This consultation has included negotiation related to Cultural Heritage Management Plans (CHMPs) with the relevant parties to:

- Undertake cultural heritage surveys for the Project
- Include the Traditional Owners in assessment of the Indigenous cultural heritage values and the protection and management of Indigenous cultural heritage
- Mitigate, manage and protect identified cultural heritage and objects in the disturbance footprint (rail corridor and ancillary infrastructure and developments), during the construction and operational phases of the Project.

Chapter 18: Cultural Heritage of the EIS provides further detail on the CHMPs.

The Liworaji Aboriginal Corporation were also consulted with as part of the social impact assessment, as discussed in Chapter 16: Social of the EIS.

4.4.10 Non-Indigenous cultural heritage consultation

Consultation was also undertaken with community groups and historical societies to understand any historic values that may not have been recorded in local, State or federal records. Table 18 summarises the non-Indigenous cultural heritage undertaken for the Project.

TABLE 18: NON-INDIGENOUS CULTURAL HERITAGE CONSULTATION

Meeting Description	Location	Timing	Consultation Method
The Historical Society of Beaudesert	Beaudesert	12.00 pm–12.30 pm, 7 January 2019	Face-to-face meeting
The Transport Museum, Gatton	Gatton	1.00 pm–1.30 pm, 9 January 2019	Face-to-face meeting
Ipswich Rail Museum	Ipswich	3.00 pm–3.30 pm, 9 January 2019	Face-to-face meeting

4.4.11 Social Impact Assessment consultation

All feedback received through the consultation process has been considered in the development of the SIA. Consultation undertaken specifically for the SIA is summarised below and further details are provided in Chapter 16: Social of the EIS.

The SIA engagement process was designed to ensure the involvement of a broad range of stakeholders. SIA stakeholder engagement commenced with a stakeholder analysis, which included:

- Reviewing ARTC's stakeholder register and the outcomes of ARTC's stakeholder engagement in the years preceding EIS commencement
- Meeting with ARTC's consultation team to identify the issues raised in each locality to date
- Participating in community information sessions to identify the location of interested community members and their key issues
- Scanning public media and social media to identity interested groups and businesses
- Desktop analysis of social infrastructure provision and management in the potentially impacted communities
- Identification of council departments and government agencies with an interest in the SIA.

SIA-specific stakeholder engagement is summarised below.

Office of the Coordinator-General

ARTC participated in discussions with the Office of Coordinator-General at key milestones throughout the SIA process. These discussions ensured that activities were occurring in line with the SIA Guideline and provided a central point for findings and mitigation discussions with government agency and local government representatives.

The Office of Coordinator-General assisted ARTC in coordinating meetings with government agencies to discuss the Project. Departments that were consulted with the Office of the Coordinator-General include:

- Australian Government:
  - Department of Infrastructure, Transport, Cities and Regional Development
  - DAWE
- Queensland State Government:
  - Department of State Development, Manufacturing, Infrastructure and Planning
  - Department of Communities, Disability Services and Seniors
  - Department of Employment, Small Business and Training
  - Department of Aboriginal and Torres Strait Islander Partnerships
  - Department of Housing and Public Works
  - Queensland Health
  - Queensland Ambulance Service
  - Queensland Fire and Emergency Services
  - Queensland Police Service
  - Department of Education
- Local governments:
  - ICC
  - SRRC.

A range of representatives were involved in different consultation activities. For example, Brisbane or centrally based emergency service representatives were involved in Office of Coordinator-General technical workshops, whereas locally based representatives working in key communities along the alignment attended region consultation sessions and social infrastructure workshops.

Community survey

An SIA community survey was conducted between June and July 2018 to collect data about community values in areas potentially affected by the Project and to seek community views on potential benefits and impacts from the Project.

Input to the SIA scoping study included 160 participants from the Scenic Rim and Ipswich LGAs who rated potential social impacts and benefits on a scale of 1 (most negative) to 5 (most positive).

Response ratings with an average above 2 were provided in relation to changes to employment and training options, industry and economic development and local businesses. However, these ratings were still ranked at the neutral-to-negative end of the response spectrum.

The lowest scores were consistently provided by Scenic Rim and Ipswich respondents in relation to impacts on housing, property use and in relation to the amenities of towns or farms.

Some survey respondents noted that more information about the Project (e.g. alignment, structure, commercial use arrangements, employment and supply arrangements) was needed for them to determine the social impacts and benefits for their community. These opportunities were provided through other SIA consultation identified above and general EIS consultation.

Further detail on the community survey results are available in the Appendix R: Social Impact Assessment Technical Report of the EIS.

Social infrastructure providers workshops

Social infrastructure provider workshops were held as part of the SIA consultation. These workshops provided an opportunity to engage with locally based organisations about key community plans, services and infrastructure. Workshops were held in Ipswich and Beaudesert in November 2018. While the Beaudesert session had low attendance, additional effort was made to have separate conversations with providers or encourage them to attend general engagement activities.

Key areas of discussion in the workshops included:

- Community values and trends
- Alignment with planning objectives
- Community safety and wellbeing
- Community facilities and service access
- Local employment and training needs
- Local supply issues
- Anticipated social impacts and benefits
- Scope of mitigation and enhancement strategies.

Attendees at the workshops included:

- QFES
- Community Health Services Centre
- QPS
- Rosewood Police Station
- Harrisville Police Station
- Boonah Police Station
- Grandchester State School
- TAFE Queensland
- Liworaji Aboriginal Corporation
- Ipswich Housing & Support Services
- The University of Queensland
- Department of Infrastructure, Transport, Cities and Regional Development
- Queensland Health.

Business engagement

The purpose of engaging with business during EIS development was to:

- Obtain input for the preparation of the SIA and EIS
- Ensure the operational requirements were understood for design
- Inform the local community about the Project to enable business to position for construction of the Project.

Consultation was undertaken with the following business groups:

- Chamber of Commerce and Industry Queensland
- Beaudesert Chamber of Commerce
- Boonah District Chamber of Commerce
- Ipswich Chamber of Commerce and Industry
- Regional Development Australia—Ipswich and West Moreton
- Regional Development Australia—Logan and Redlands
- Local tourism businesses
- Agricultural and rural-based businesses.

The SIA also incorporates the results of ARTC's consultation with the Department of Employment, Small Business and Training and the council regional skills investment strategy (RSIS) officers.

Business opportunities

ARTC opened the Toowoomba Inland Rail information centre and office in March 2017. Since then, ARTC has actively engaged with government, private organisations and peak bodies across the manufacturing, construction, agriculture, services and retail, transport and logistics sectors to identify local, regional, State and interstate opportunities for business that will be facilitated by the Project.

Business has been encouraged to register with ARTC to obtain regular updates on the status of the Project and information on the Project tendering. Information has been distributed through meetings, the ARTC website, flyers and newsletters.

4.4.12 Additional EIS consultation activities

A summary of additional broader consultation undertaken for the EIS is included in Table 19. These broader consultation activities assisted ARTC to understand the baseline conditions, potential Project impacts and helped to develop or confirm proposed mitigation and management measures. In some cases, consultation with agencies or businesses has been undertaken in relation to multiple Inland Rail projects.

TABLE 19: OTHER CONSULTATION ACTIVITIES

Stakeholder	Meeting description	Timing	Consultation method
Queensland Outdoor Recreation Federation (QORF)	▸ Connection of Boonah to Ipswich Trail	10.00 am – 11.00 am 3 April 2019	Email, Social PinPoint map, meeting
Arrow Energy—BNG Petroleum	▸ Discussion of current Authority to Prospect permits (ATPs) in Project area ▸ Agreed to maintain communication lines with one another as the projects develop	3.00 pm – 3.30 pm 20 August 2020	Meeting via Skype
Wanless Waste Management	▸ Discussion of the current development application process of the proposed future use of the former Ebenezer mine as a potential waste/recycling site	11.15 am – 11.45 am 20 August 2020	Meeting by phone
New Hope Group	▸ Discussion of the current status of the now-closed mine. Noted development applications lodged for voids to be used by commercial providers ▸ Options for Project use for spoil/waste disposal would need to be discussed with new owners, if proposal is approved	2.00 pm – 2.30 pm 25 August 2020	Meeting by phone

Stakeholder	Meeting description	Timing	Consultation method
NuGrow	▸ NuGrow advised that remediation and revegetation is their primary business ▸ Discussed potential green waste and organic matter disposal options	11.00 am – 12. 00 pm 13 November 2019	Meeting
TiTree Bioenergy	▸ Focusing on innovative waste disposal. Can accept a diverse range of waste ▸ Discussed potential for spoil and waste disposal	1.00 pm – 2.00 pm 25 August 2020	Meeting
Cleanaway—New Chum	▸ Advised they are experienced in working with major projects on remediation, compliance and regular auditing as per EIS conditions ▸ Discussed potential for spoil and waste disposal	11.00am – 12.00pm 6 November 2019	Meeting
Remondis	▸ Discussed the proposed Waste to Energy Facility at their Swanbank site, which is a coordinated project under the *State Development Public Works Organisation Act 1971* ▸ Discussed types of waste they can already receive at Swanbank site	4.15 pm 26 August 2020	Meeting by phone
Lantrak (Swanbank and proposed Jeebropilly)	▸ Lantrak have waste facilities at Swanbank and a proposed waste and recycling facility project at Jeebropilly	9.00 am – 9.30 am 13 November 2019	Meeting
Logan City Council (Greenbank and Logan Village)	▸ No operational need for spoil at Logan Village Waste facility. Greenbank Waste Recycling Facility is currently being used as a transfer station and not able to accept significant amount of spoil ▸ Other landfill sites within Logan City at Jimboomba and Browns Plains were noted as potentially requiring clean earthen fill or clay for capping, although the material they can receive may be limited	12 pm 20 August 2020	Email
Seqwater	▸ Options for construction water, access to water	2.30 pm – 3.00 pm 2 September 2020	Meeting
Rosewood State High School Rosewood State Primary School	▸ Discussed proposed construction traffic routes in vicinity of schools and how students travel to and from schools. Peak school transit times were also discussed	10.30 am – 11.30 am 21 August 2020	Meeting
Ivory's Rock Conventions and Events	Site tour of venue. Discussed concerns including: ▸ Noise levels at the venue ▸ Visual amenity around Mount Flinders Road ▸ Project potentially impacting their business, preference to move alignment ▸ Noise impacts being covered in the EIS.	10.00 am – 1.00 pm 18 July 2018	Meeting
		10.00 am – 11.00 am 14 May 2019	Meeting
		10.00 am – 11.30 am 5 March 2020	Meeting
		10.30 am – 11.00 am 1 April 2020	Skype meeting
Bentonite Resources	▸ Project discussion at Community Information Session	4 July 2017	Community Information Session
	▸ Project description and land access for EIS investigations	23 July 2018	Meeting
Willowbank Raceway	▸ Project description and land access for EIS investigations	9.00 am – 10.00 am 10 April 2018	Meeting

Stakeholder	Meeting description	Timing	Consultation method
Flinders Peak Winery	▸ Terms of Reference meeting	13 September 2017	Community information session
	▸ Project overview	31 October 2017	Meeting via phone
	▸ Noise and vibration	17 October 2019	Email
Boral Purga Quarry	▸ Air quality ▸ Traffic, transport and access ▸ Construction timing	10.00 am – 11.00 am 20 August 2019	Meeting
Edwards Rural	▸ Project description and land access for EIS investigations	29 March 2019	Meeting
E.J. Cooper Pty Ltd	▸ Alignment ▸ Stock movements	11.00 am – 12.00 pm 12 November 2018	Meeting via phone
	▸ EIS update	1 May 2019	Letter
Flinders Land Holdings	▸ Alignment ▸ Noise and vibration	2 May 2019	Letter
	▸ Project description and land access for EIS investigations	12 pm – 12.30 pm 6 December 2019	Meeting via phone
JNJ Resources Bentonite Quarry	▸ Project description and land access for EIS investigations	9.00 am – 10.00 am 15 August 2018	Meeting
	▸ Project alignment	31 December 2018	Email
	▸ Flora and fauna Property acquisition	17 January 2019	Email
	▸ Terms of reference Surface water	11.45 am – 12.30 pm 1 April 2020	Meeting via phone
Klan Bros Earthmoving	▸ EIS findings	1 May 2019	Letter
	▸ Project update, EIS investigations and fencing of railway to protect stock	10.00 am – 1.30 pm 11 March 2019	Meeting
	▸ Project update and discussion of eco-survey required	2.30 pm – 3.15 pm 19 June 2018	Meeting
	▸ Discussed land access for EIS investigations	12.15 pm – 1.15 pm 13 March 2017	Meeting
The Peak Pub	▸ Project overview. Notified of Scenic Rim CCC meeting.	29 March 2018	Phone
Strawberry Fields	▸ Alignment ▸ Land access for EIS investigations ▸ Access for Strawberry Fields trucks to highway ▸ Noise impact	13 November 2018 9.30 am – 10.30 am	Meeting
Queensland Fire and Emergency Services	▸ QFES provided feedback on Fire Engineering Briefs ▸ Tunnel fire/hazardous materials incident discussion	26 February 2018	Meeting
	Inland Rail introduction—brief overview of: ▸ The Project and tunnel location ▸ Fire hazards ▸ Fire strategy and trial concept design	10.00 am – 11.30 am 8 August 2018	Meeting
	▸ QFES provided comments on the 30% Draft tunnel design scope	24 October 2018	Letter
	▸ Emergency road access, design feasibility and access to tunnels	1.00 pm – 3.00 pm 26 February 2019	Meeting
	▸ Teviot Tunnel site visit to inform hazard and risk assessment	9am – 10am 10 May 2019	Meeting
	▸ Inland Rail Project overview ▸ C2K Project update and design ▸ EIS status	10 am – 11 am 11 March 2020	Meeting

Stakeholder	Meeting description	Timing	Consultation method
Queensland Police Service ▸ Rosewood ▸ Ipswich ▸ Boonah	▸ Access to the rail alignment, if required ▸ Introduction of level crossings in the project area ▸ Project status, ongoing consultation as Project develops ▸ Potential road changes and emergency vehicle access	3 pm – 4 pm 15 January 2020	Meeting
		11 am – 12 pm 22 January 2020	Meeting
		11 am – 12 pm 24 January 2020	Meeting
Queensland Ambulance Service	▸ Road–rail interfaces, including proposed road changes that may result in varied access for ambulances. ▸ Phone coverage black spots require proper wifi coverage during construction through to operation in the event emergency services are required	1 pm –2 pm 24 January 2020	Meeting
Scenic Rim Combined Chambers of Commerce meeting, including: ▸ Beaudesert Chamber of Commerce ▸ Boonah Chamber of Commerce ▸ Kooralbyn Chamber of Commerce ▸ Tamborine Mountain Chamber of Commerce ▸ Canungra Chamber of Commerce	▸ Inland Rail program overview ▸ C2K Project alignment ▸ Proposed timelines for EIS, construction and operation ▸ Local employment opportunities	6.00 pm – 8.30 pm 25 June 2019	Presentation to Chambers meeting

4.4.12.1 Utilities and infrastructure owners

Utilities owners whose infrastructure is potentially impacted by the Project have also been consulted via regular meetings and workshops, as listed in Table 20. Consultation with these stakeholders is ongoing, including providing detailed technical information, where requested.

TABLE 20: CONSULTATION WITH UTILITIES AND INFRASTRUCTURE OWNERS

Timing	Location	Purpose	Activity	Attendance	Discussion topics
17 October 2018 15 March 2019 19 December 2019	Brisbane	To discuss Inland Rail and its potential impact on Powerlink assets	Meeting	Powerlink	▸ Existing agreement with ARTC ▸ Impact of current design on existing assets ▸ Feasibility Study ▸ Overall timeframes for feasibility study and expected construction ▸ Property matters
7 November 2018 3 October 2019	Brisbane	Initial meeting	Meeting	QUU	▸ Overview of Inland Rail program ▸ Current phases of projects ▸ Process for utilities management ▸ QUU clashes ▸ Requirements for feasibility designs
25 November 2018 3 October 2019 ongoing contact as needed to inform interaction reporting	Brisbane	Progress meeting	Meeting	QUU	▸ Potential clash with pump station ▸ General progress update of Inland Rail ▸ Contestable works process with QUU/Requirements

Timing	Location	Purpose	Activity	Attendance	Discussion topics
Monthly meetings from 4 December 2018	Brisbane	To discuss Inland Rail and its potential impact on Ergon Energy and Energex	Meeting	Ergon Energy Energex	▸ Status of design ▸ Existing clashes ▸ New connections required for active level crossings ▸ Agreements for feasibility study input from Ergon
12 December 2018	Brisbane	Initial meeting	Meeting	Optus/ Uecomm	▸ Project overview ▸ Contacts for all parties ▸ Details of clashes ▸ Requirements from Optus
12 December 2018 (ongoing)	Brisbane	Project introduction	Emails	Seqwater	▸ Project overview ▸ Contacts for all parties ▸ Briefing on upcoming Seqwater projects
Weekly/ fortnightly (as required) from January 2019	Brisbane	To discuss Inland Rail and its potential impact on Telstra assets	Meeting	Telstra	▸ Existing clashes and proposed treatments ▸ Status of design across the program ▸ Timing for construction works by Telstra across the program
14 January 2019	Brisbane	Initial meeting	Meeting	TPG	▸ Overview of Project and current clashes with TPG assets ▸ Feasibility design/study process ▸ Contract particulars ▸ General requirements for TPG ▸ Other projects within the program
15 March 2019	Brisbane	Progress meeting	Meeting	TPG	▸ Proposed alignment ▸ Existing clashes and proposed treatments ▸ SWTC contents ▸ Agreements for feasibility study and Design & Construct contractor ▸ Potholing of TPG assets and necessary TPG supervision
18 March 2019	Brisbane	Progress meeting	Meeting	Optus/ Uecomm	▸ Agreements for feasibility study and data sharing ▸ Timeframes for feasibility designs ▸ Deliverables/Formats ▸ Other Inland Rail projects
20 January 2019	Sydney	To discuss Inland Rail and its potential impact on Nextgen assets	Meeting	Nextgen	▸ Existing agreement with ARTC ▸ Impact of current design on existing assets ▸ Concept conflict designs ▸ Contestable or non-contestable works ▸ Agreements for feasibility works ▸ Queensland Nextgen contacts
15 March 2019	Brisbane	Progress meeting to discuss feasibility study	Meeting	Powerlink	▸ Progress of feasibility study ▸ Interaction during tendering period

Timing	Location	Purpose	Activity	Attendance	Discussion topics
19 March 2019	Brisbane	To discuss Inland Rail and its potential impact on NBN assets	Meeting	NBN	▸ Existing clashes ▸ Status of design ▸ NBN concept designs ▸ Contestable or non-contestable works ▸ Agreements for feasibility works
28 May 2019	Brisbane	To discuss Inland Rail and its potential impact on NBN assets	Meeting	NBN	▸ Existing clashes update ▸ Status of design/s ▸ Process for engaging with NBN ▸ NBN roll out program
5 August 2019	Brisbane	Progress meeting	Meeting	TPG	▸ General update on designs/costings ▸ Progress on Inland Rail Program
Ongoing	N/A	Progress meeting	Meeting	Essential Energy	▸ Regular progress meetings to discuss existing clashes and planned works

4.4.12.2 Gas and petroleum pipeline owners

Pipeline operators whose infrastructure is potentially impacted by the Project have also been consulted via regular meetings and workshops, as listed in Table 21. Consultation with these stakeholders is ongoing, including providing detailed technical information, where requested.

TABLE 21: CONSULTATION WITH PIPELINE ASSET OWNERS

Timing	Location	Purpose	Activity	Attendance	Discussion topics
22 October 2018 29 July 2019 28 August 2019 9 December 2019 with formal correspondence received 29 November 2019	Brisbane and onsite (28 August 2019)	To discuss Inland Rail and its potential impact on Santos assets, and how conflicts/ infrastructure crossings will be developed	Meeting, site meetings, risk workshops	Santos	▸ Overview of Project and current clashes with Santos assets, particularly the Santos Moonie to Brisbane Pipeline ▸ Agreements in place and future agreements required ▸ Feasibility study requirements from Santos ▸ Design requirements for infrastructure crossings ▸ Overall timeframes for feasibility study and expected construction ▸ Site meeting to discuss staging of site works ▸ Discussions about easements and management during acquisition process

4.4.12.3 Other Project feedback

Email, phone and mail

ARTC used the existing Inland Rail community engagement email address and free-call telephone information line for the duration of the consultation process. This provided stakeholders with an easily accessible means of sourcing Project information and providing feedback, raising issues and discussing any concerns about the Project.

All questions, concerns and issues received through the Project were captured reviewed and responded to within appropriate timeframes.

All Project information materials, the ARTC Inland Rail website and advertisements included details of the Project information and feedback mechanisms.

The total number of enquires received via these channels is presented in Table 22.

TABLE 22: INCOMING ENQUIRIES RECEIVED THROUGH PROJECT FEEDBACK AND INFORMATION MECHANISMS

Channel	Number received
Email address (incoming)	347
Telephone (incoming)	178
Post (incoming)	13

Interactive Map

An interactive map of the C2K Project, known as Social PinPoint, was available via the Project's webpage from September 2018 and updated in March 2019 as the Project design developed. It sought to gather community feedback to input to the EIS and Project design. A total of 94 comments were added to the map, and addressed by the Project team.

Details of the comments made to the interactive map are shown in Table 23.

TABLE 23: INTERACTIVE MAP COMMENTS

Marker type	Number of comments
Alignment	14
Environment	11
Flooding	10
Noise and vibration	3
Property	13
Social and economic	5
Road and transport	24
General comment	14

4.5 Communication tools

Communication tools used by ARTC before and during EIS activities to raise awareness of the Project and seek feedback from stakeholders and the community:

- Draft ToR presentations
- Project display posters
- Project factsheets
- Newsletters and e-newsletter
- EIS free call number, email and postal address
- Paid advertising
- Website
- Feedback forms
- Social media—Facebook, YouTube, Instagram, LinkedIn
- Written letters
- Interactive online map.

These tools are discussed in the following sections.

4.5.1 Draft Terms of Reference presentations

Presentations were prepared for stakeholders' briefings on the draft ToR. ARTC presented to a number of stakeholder groups including:

- ICC and SRRC
- State Government departments
- Scenic Rim CCC.

The presentations included:

- An explanation of ARTC as the proponent delivering the Project
- Purpose and scope of the Inland Rail Program
- Project overview, including the preferred alignment and 3D video fly-through
- Outline of the approval framework, including steps in the EIS process, opportunities for formal submission and approvals timeframes
- Draft ToR structure
- Outline of next steps in the EIS development process: final ToR, EIS preparation and drafting technical reports, community engagement and stakeholder consultation activities.

Appendix A of this report includes the presentation slides from these briefings.

4.5.2 Project display posters

Display posters were developed for the community drop-in sessions. The posters were A0 in size and included information about:

- Process to assess major projects in QLD—flowchart of the EIS development, assessment and approval process
- SIA requirements—explanation of SIA methodology and development of Social Impact Management Plan (SIMP) development)
- Air quality (description of air quality considerations at the baseline, impact assessment and mitigation phases)
- Noise and vibration (description of noise and vibration considerations at the baseline, impact assessment and mitigation phases)
- Flooding (explanation of the community engagement framework related to technical study development)
- Level crossings (outline of the types of crossings and associated safety treatments).

A copy of the posters is included in Appendix B of this report.

4.5.3 Project factsheets

Multiple factsheets have been developed to inform Project stakeholders on key aspects of the Project. An example of one of the distributed factsheets is included in Appendix C of this report.

4.5.4 Newsletters and e-newsletter

Newsletters and e-newsletter was developed to inform stakeholders about the Project.

Newsletters were sent through unaddressed mail via Australia Post to 4,500 residents within the vicinity of the Project. Details included Project updates, information about CCC meetings and community information sessions.

E-newsletter updates were sent to stakeholders who signed-up to receive Project updates either online or at a community consultation session. Approximately 450 individuals have signed up to the Project e-newsletter. E-newsletter updates are distributed through Consultation Manager to interested parties. An example newsletter and e-newsletter are included in Appendix D of this report. Appendix D also includes an outline of the newsletters' distribution and focus.

4.5.5 EIS free-call number, email and postal address

The Inland Rail Program has an email address and toll-free phone number to provide stakeholders with an accessible way of accessing information about the Project and the Program information, as shown in Table 24.

TABLE 24: INLAND RAIL CONTACT CHANNELS

Contact mechanism	
Phone	1800 732 761
Email	inlandrailenquiries@artc.com.au
Post	Australian Rail Track Corporation Inland Rail GPO Box 2462 Brisbane QLD 4001
Web-based contact	**facebook.com/inlandrailofficial** **instagram.com/inlandrailofficial** **twitter.com/Inland_Rail** **linkedin.com/showcase/inland-rail** **youtube.com/channel/UCNtnsB55iF7RyGpTY9WIEtg** **inlandrail.artc.com.au/contact-us/survey_tools/get-in-touch**

4.5.6 Paid advertising

Paid advertising was placed in local newspapers including the *Beaudesert Times*, *Moreton Border News*, *The Fassifern Guardian*, *Queensland Times* and *Ipswich Advertiser* to announce field investigations, ToR sessions, community information sessions, calling for CCC members, notifying community of CCC meetings and chair summaries.

An example of these advertisement is in Appendix E of this report. Appendix E also lists the paid advertisements undertaken.

4.5.7 Website

Inland Rail's website is a way to provide Program information and updates for stakeholders. Information on the Inland Rail Program is available at: **inlandrail.artc.com.au** and information on the Project is located at: **inlandrail.artc.com.au/C2K**. The website has been and will continue to be updated as the Project progresses.

Information available on the website includes:

- Project description
- Progress update
- List of planned consultation activities
- Link to the interactive mapping portal and alignment fly-through
- Project factsheets and newsletters
- Agendas and meeting minutes from the Scenic Rim CCC.

The website also includes a 3D video fly-through of the design to help stakeholders appreciate the scale and size of the Project against the regional landscape. This video was primarily produced in response to community feedback asking for a more visual representation of the impact of high embankments on visual amenity. The fly-through will continue to be progressively updated as the design progresses.

An overview of Project web pages, interactive mapping and the 3D video fly-through is in Appendix F of this report.

4.5.8 Feedback forms

Feedback forms were distributed at community drop-in sessions to capture additional information from stakeholders about their sentiments, concerns and queries about the Project. Consultation Manager was used to record this feedback. An example of the feedback form is in Appendix G of this report.

4.5.9 Social media

In March 2019, ARTC introduced social media channels—Facebook, Twitter, Instagram, LinkedIn and YouTube—to communicate information about the Inland Rail Program.

From 17–25 May 2019, a targeted social media campaign was created for stakeholders in a close geographic vicinity of the Project to advise of community information sessions. This campaign reached 7,574 people and resulted in 56 click-throughs to the Project page.

Another social media campaign ran from 5–9 July 2019 on Facebook and Instagram to promote the Project's interactive map and to encourage feedback via the map. The advertisement reached 4,918 people and 150 click throughs (132 from Facebook and 18 from Instagram) to the Project page. Examples of the social media posts are in Appendix H of this report.

4.5.10 Letters

Letters were used to introduce the Project's scope and timelines, to invite people to attend community information sessions, and to detail potential impacts to landholders and businesses. Letters included contact details for landholders or businesses to email, phone, review the website, or comment on the interactive map. An example letter is in Appendix K of this report.

4.5.11 Interactive map (Social PinPoint)

An interactive map of the C2K Project, known as Social PinPoint, was available via the Project's webpage from September 2018 and updated in March 2019 as the Project design developed.

The interactive map allows stakeholders to view the Project design and pin comments and questions at specific locations directly onto the map. ARTC received and responded to 224 comments via the interactive map.

Details of the comments made to the interactive map are online at: **maps.inlandrail.com.au/c2k**.

4.5.12 Visualisations and alignment fly-through

Stakeholders requested additional information about what the Project will look like when it is operational, including embankments, cuttings, structures and changes to local roads. In response to this, the team developed visualisations and an alignment fly-through of the Project design, which were displayed at community information sessions, CCC meetings and on the Inland Rail website.

5. Major themes of the consultation process

Since June 2016, ARTC has recorded consultation issues, queries, concerns and feedback into Consultation Manager. These issues were considered during the preparation of the EIS.

The themes most frequently raised are summarised in Table 25. These themes have been mapped according to stakeholders' Project interests, as identified in Table 26.

TABLE 25: MAJOR THEMES BY ENQUIRY

Theme	Enquiries
Stakeholder engagement	▸ Land access requests with landholders ▸ Face-to-face, phone call and email regarding Project updates, community events, information sessions and sponsorships
Project description	▸ Proposed alignment ▸ Questions about the design ▸ Project timelines ▸ Construction
Traffic, transport and access	▸ Level crossings ▸ Local road impacts ▸ Connectivity during construction ▸ Traffic concerns
Land use and tenure	▸ Property/land acquisition/compensation ▸ Changes to property value ▸ Fencing
Social	▸ Health ▸ Contractor and employment opportunities ▸ Impact on local business ▸ Benefits of the Project ▸ Business opportunities
Noise	▸ Noise for both construction and operation
Surface water and hydrology	▸ Flooding impacts ▸ Contamination ▸ Groundwater
Flora and fauna	▸ Protecting endangered fauna ▸ Protecting endangered flora ▸ Biodiversity offsets ▸ Weed and pest control
Vibration	▸ Vibration during operation
Environmental Management Plan	▸ Environmental management ▸ Field surveys ▸ EIS
Legislation and Project approvals	▸ Project approval ▸ EIS approval
Air quality	▸ Dust for both construction and operation ▸ Odour

Theme	Enquiries
Land resources	▸ Land rehabilitation ▸ Sediment and erosion
Waste and resource management	▸ Rubbish disposal ▸ Contaminated material ▸ Recycling ▸ Removal of spoil
Landscape and visual amenity	▸ Visual amenity when railway is operational ▸ Light ▸ Signage
Project rationale	▸ Program funding ▸ ToR
Groundwater	▸ Water quality
Sustainability	▸ Legacy
Hazard and risk	▸ Construction safety ▸ Reporting a hazard
Cultural heritage	▸ Indigenous heritage

TABLE 26: MAJOR THEMES BY STAKEHOLDER GROUP

Theme	Australian Government	Queensland State Government	SRRC	ICC	LCC	Directly Affected Landholders	Indirectly Affected Landholders	Local Businesses	Emergency and Health Providers	Utility Service Providers and Pipeline Operators	Indigenous Groups and Representatives	Business and Industry Groups / Peak Bodies	Community Groups	Environmental Groups	Education and Training	Scenic Rim CCC	Landfill Operators	Seqwater
Stakeholder engagements																		
Land access requests with landholders		X			X	X					X							
Face-to-face, phone call and email regarding Project updates	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
Community events, information sessions and sponsorships		X	X	X	X	X	X	X			X	X	X	X	X	X		
Project description																		
Proposed alignment	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X		
Questions about the design		X	X	X	X	X	X	X			X	X	X	X		X		
Project timelines	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		
Construction		X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	
Traffic, transport and access																		
Level crossings		X	X	X	X	X	X									X		
Local road impacts		X	X	X	X	X	X											
Connectivity during construction		X	X	X	X	X	X		X									
Traffic concerns		X	X	X	X	X	X		X									
Land use and tenure																		
Property/land acquisition/ compensation		X	X	X	X	X												
Changes to property value						X	X											
Fencing						X	X											
Social																		
Health						X	X						X					
Contractor/employment opportunities			X					X			X					X	X	
Impact on local business			X			X	X	X				X				X		
Benefits of the Project	X	X	X	X	X	X	X	X			X	X	X	X	X	X		

Theme	Australian Government	Queensland State Government	SRRC	ICC	LCC	Directly Affected Landholders	Indirectly Affected Landholders	Local Businesses	Emergency and Health Providers	Utility Service Providers and Pipeline Operators	Indigenous Groups and Representatives	Business and Industry Groups / Peak Bodies	Community Groups	Environmental Groups	Education and Training	Scenic Rim CCC	Landfill Operators	Seqwater
Noise																		
Noise for both construction and operation		X	X	X	X	X	X	X						X		X		
Surface water and hydrology																		
Flooding impacts		X	X	X		X	X	X					X	X		X		
Construction water supply options																		X
Contamination		X												X				
Flora and fauna																		
Protecting endangered fauna		X	X	X	X	X	X	X			X		X	X		X		
Protecting endangered flora		X	X	X	X	X	X	X			X		X	X		X		
Biodiversity offsets		X	X	X	X	X	X	X			X		X	X		X		
Weed and pest control		X	X	X	X	X	X	X			X		X	X		X		
Vibration																		
Vibration during operation						X	X	X								X		
Waste and spoil management																		
Potential to accept Project spoil / waste																	X	
Environmental Management Plan																		
Environmental management		X	X	X	X	X	X	X					X	X		X		
Field surveys		X	X	X	X	X	X	X					X	X		X		
Environmental Impact Statement (EIS)		X	X	X	X	X	X	X					X	X		X		

6. Consultation outcomes

Feedback from stakeholder consultation has been addressed within the EIS. Feedback has informed technical study methodologies, technical model validation and data collection, the development of mitigation and environmental management measures, refinement of route alignment and road network solutions, and Project delivery mechanisms. The following sections summarise how stakeholder issues, concerns and interests have been considered by the Project.

6.1 Government briefings and meetings

6.1.1 State Government

Key issues and responses raised in the meetings with State Government departments are summarised in Table 27.

TABLE 27: STATE GOVERNMENT CONSULTATION OUTCOMES

Theme	Issue and opportunities	EIS response
Department of Transport and Main Roads		
Land use and tenure	Maintaining legal access to property	▸ Legal access to properties has been retained, where possible, when determining appropriate solutions for the road–rail interface point. ARTC has consulted with landholders to ensure suitable property access is maintained. ▸ For public crossings, ARTC will continue to consult with DTMR, local governments, emergency services and the local community about the preferred road–rail interface treatments for each location. Where grade separation is proposed, the Project will not impact traffic. Where level crossings and road diversions are proposed, the locations were determined based on factors such as existing access to properties, potential traffic levels, existing land use, location of nearby interfaces, adjoining properties and the vertical geometry of the rail alignment. Vehicle wait times at level crossings and anticipated travel time impacts, and distance from road diversions were also considered. ▸ Further consultation with DTMR, local government and the local community will inform the location and preferred treatment for each road–rail interface. ▸ A Traffic Management Plan will be developed as part of the CEMP. Management measures will address each identified issue. Affected landholders and businesses will be notified of any changes to traffic and access during construction. A Rail Maintenance Access Road Strategy has been developed as a part of the design to provide emergency service vehicle access to the rail corridor during construction and operation. ▸ Technical findings from the traffic impact assessment are presented in Chapter 19: Traffic, Transport and Access of the EIS.
Traffic, transport and access	Project design does not limit potential upgrades to the Cunningham Highway (futureproofing), and road corridor widths for Ipswich–Boonah Road and Warrill View Road minimise encroachment	▸ ARTC has accommodated this request in design. ▸ Refer Chapter 6: Project Description of the EIS.

Theme	Issue and opportunities	EIS response
Traffic, transport and access	Request that the Project alignment and crossing loops do not limit future development and connection of an intermodal facility at Ebenezer	▸ The Project will facilitate access to proposed logistics hubs in Ebenezer. The *SEQ Regional Plan 2009–2031* identifies Ebenezer as a 'Regional Development Area' and a 'Regionally Significant Employment Area'. The Project would traverse the Regional Industrial Area (RIA), which will be an industrial area of regional, State and national significance, connected to Brisbane, Sydney and Melbourne via Inland Rail. ▸ The location of the Ebenezer RIA reinforces its potential as a significant contributor to the local, regional and State economies, offering accommodation for diverse industry types including 'large footprint (land extensive) industrial uses removed from sensitive uses'. The RIA will also accommodate commercial, retail, administration and community uses, and a Major Neighbourhood Centre for the surrounding population and workforce, enhancing the attractiveness of the area and a focus for community interaction and gathering. As such, the Ebenezer RIA will offer diverse employment opportunities, including those facilitated by Inland Rail. ▸ Refer Chapter 8: Land Use and Tenure of the EIS.
Economic Development Queensland		
Project description	Concern about impacts on Greater Flagstone Priority Development Area (PDA)	▸ The Greater Flagstone PDA is located to the north of the Project at Kagaru. The disturbance footprint does not traverse the PDA; however, a small portion of the PDA (identified as being included within the urban living zone under the development scheme) falls within the EIS Investigation Corridor at the far eastern end of the alignment, overlapping with SEQ Sand and Soil quarrying operation. ▸ Impacts to land uses within the EIS Investigation Corridor are considered throughout the EIS. Generally, the construction of the Project is likely to have a positive impact on increased development in the area, acting as a catalyst for industrial activity.
Surface water and hydrology	Interface with Warrill Creek Flood Mitigation Project	▸ The Warrill Creek Flood Mitigation Project has been considered as part of the surface water and hydrology impact assessments (refer Chapter 13: Surface Water and Appendix N: Hydrology and Flooding Technical Report of the EIS).
Office of the Coordinator-General		
Economics	Compliance with the Economic Impact Assessment Guideline	▸ The Economic Impact Assessment Technical Report (refer Appendix S of the EIS) has been prepared in line with the Coordinator-General's Economic Impact Assessment Guideline (April 2017).
Social	Integration and consideration of social and environmental matters into SIA	▸ Chapter 16: Social and Appendix R: Social Impact Assessment Technical Report of the EIS considers the changes to the biophysical environment, infrastructure or land use that may result in social impacts, including amenity, health, safety or sense of place, informed by the technical studies and investigations included in the EIS.
Social	SIA commensurate with nature and scale of Project and identification of social impacts and benefits for the communities affected by the Project	▸ The social impact assessment and associated SIMP (refer Chapter 16: Social and Appendix R: Social Impact Assessment Technical Report of the EIS) have been drafted in consideration of the context, nature and scale of the Project having been conducted in accordance with the ToR and the Coordinator-General's SIA Guideline.

Theme	Issue and opportunities	EIS response
Social	SIA and SIMP to consider vulnerable communities and affordable accommodation	▸ The scope and findings of the social impact assessment are detailed in Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS. ▸ The SIA study area was established by considering the Project's location in relation to population centres and rural locations in the Scenic Rim and Ipswich LGAs, the likely distribution of social impacts and benefits, and the location of other projects that may contribute to cumulative social impacts. The SIA study area includes the disturbance footprint, potentially affected communities (Calvert, Lanefield, Rosewood, Lower Mount Walker, Ebenezer, Willowbank, Purga, Peak Crossing, Washpool, Undullah and Kagaru), and the Project region, which refers to the ICC and SRRC LGAs. ▸ The SIA and SIMP addresses key themes raised during consultation, including accommodation, within this study area.

Social	Assessment of impacts and opportunities for local industry to participate in potential procurement and supply opportunities	▸ Impacts and opportunities for local industry to participate in procurement and supply are considered in Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS. The assessment notes:
		  ▸ Local and regional businesses will benefit from the construction phase of the Project, with opportunities to supply the Project with fuels, equipment, borrow and quarried material, and services including fencing, electrical installation, rehabilitation, landscaping, maintenance and trades services.
		  ▸ Local transport or logistics businesses may also have opportunities to service the construction phase.
		  ▸ The Project's local supply arrangements will provide an opportunity to develop and grow local businesses, with some possible benefits in nearby communities, but with greater regional benefits.
		  ▸ Expanded construction activity will support additional flow-on demand and additional spending by the construction workforce and, therefore, business trading levels in the region.
		▸ The SIMP includes for a local business and industry action plan to manage impacts and increase benefits.

Social	Potential impacts on housing supply and affordability	▸ Potential impacts on housing supply and affordability are assessed in Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS. The assessment notes:
		  ▸ The Project is unlikely to result in a significant increase in demand for housing during construction or operation, nor affect housing availability in nearby communities, with the exception of removing up to 60 dwellings from the EIS Investigation Corridor.
		  ▸ The construction period may create a small increase in demand for short-term accommodation in the Ipswich, Scenic Rim and Logan LGAs; however, this demand is not expected to displace other visitors in these areas.
		  ▸ There is potential for cumulative labour demands within the Project region, requiring non-local workers to service the Project's construction, which could lead to higher demands for short-term accommodation or rental accommodation.
		▸ The SIMP includes a housing and accommodation action plan, which addresses the cumulative impacts on housing affordability or availability.

Queensland Rail		
Traffic, transport and access	Impacts to existing QR operations (current traffic for freight, coal and passengers) and access for maintenance and operation of QR infrastructure	▸ ARTC has minimised impacts to existing operations as much as practicable and has maintained access, where required. ▸ Requirements have been communicated via regular Technical Working Group sessions. ▸ Refer Chapter 6: Project Description.

6.2 Local Government Briefings and Meetings

6.2.1 Ipswich City Council

Key issues and responses raised in the meetings with ICC are summarised in Table 28.

TABLE 28: IPSWICH CITY COUNCIL CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response
Project description	Request that design does not prohibit the future of Willowbank Industrial Precinct. Ensuring the Project does not preclude rail access for development proposed within the Willowbank Industrial Estate	▸ Stage One of the Willowbank Industrial Estates is located approximately 100 m to the south of the disturbance footprint. ▸ Construction of the Project may be a catalyst for industrial development in and around Willowbank. Refer Chapter 8: Land Use and Tenure of the EIS. ▸ The Project has not precluded connecting to a potential intermodal facility by having a flat vertical alignment without vertical and horizontal curves, connecting via a turnout.
Surface water and hydrology	Changes to flooding patterns and debris from flood events impacting the alignment and/or properties	▸ Changes to flood patterns have been assessed as part of the EIS (refer Chapter 13: Surface Water and Hydrology and Appendix N: Hydrology and Flooding Technical Report of the EIS). ▸ The Project seeks to avoid impacts by incorporating the following into design: ▸ The Project has been designed to achieve the hydraulic design criteria including: – 50-year design life for formation and embankment performance – Track drainage ensures that the performance of the formation and track is not affected by water – Earthworks designed to ensure that the rail formation is not overtopped during a 1% AEP flood event – Embankment cross section can sustain flood levels up to the 1% AEP – Bridges are designed to withstand flood events up to and including a 1 in 2,000 AEP event – Where possible, the Project uses existing rail corridors to avoid introducing a new linear infrastructure corridor across floodplains. For the Project, this is limited to the section near Calvert, with the remainder of the alignment in greenfield areas. ▸ The Project incorporates bridge and culvert structures to maintain existing flow paths and flood flow distributions. ▸ Bridge and culvert structures have been located and sized to avoid increases in peak water levels, velocities and/or duration of inundation, and changes flow distribution in accordance with the flood impact objectives ▸ Progressive refinement of bridge extents and culvert banks (number of barrels and dimensions) has been undertaken as the Project design has evolved. This refinement process has considered engineering requirements as well as progressive feedback from stakeholders to achieve acceptable outcomes that address the flood impact objectives. ▸ Scour and erosion protection measures have been incorporated into the design in areas determined to be at risk, such as around culvert headwalls, drainage discharge pathways and bridge abutments. ▸ A climate change assessment has been incorporated into the design of cross-drainage structures for the Project in accordance with the *Australian Rainfall and Runoff Guidelines* (Geoscience Australia, 2019) for the 1% AEP design event to determine the sensitivity of the design, and associated impacts, to the potential increase in rainfall intensity. ▸ Identification of flood sensitive receptors and engagement with stakeholders to determine acceptable design outcomes.

Theme	Issue and Opportunities	EIS Response

Surface water and hydrology (continued)	Changes to flooding patterns and debris from flood events impacting the alignment and/or properties (continued)	▸ Consultation with stakeholders, including landholders, was undertaken at key stages, including validation of the performance of the modelling in replicating experienced historical flood events and presentation of the design outcomes and impacts on properties and infrastructure.
		▸ In addition to the comprehensive consultation, exercise has been undertaken to provide the community with detailed information and certainty around the flood modelling and the Project design. In future stages, ARTC will:
		  ▸ Continue to work with landholders concerned with hydrology and flooding throughout the detailed design, construction and operational phases of the Project
		  ▸ Continue to work with directly impacted landholders affected by the alignment throughout the detailed design, construction and operational phases of the Project
		▸ Continue to work with local governments and State Government departments throughout the detailed design, construction and operational phases of the Project.

Traffic, transport and access	General access concerns	▸ Access across the transport network has been considered in the assessments contained in Chapter 8: Land Use and Tenure, Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment Technical Report. ▸ ARTC has been able to identify suitable road access alternatives for all formed roads (impacted during construction and operation) in consultation with emergency services, landholders, local governments and DTMR. ▸ A Rail Maintenance Access Road strategy has been developed as a part of the design for emergency service vehicles access to the rail corridor during construction and operation. ▸ Where legal access to a property is permanently affected and a property has no other legal means of access, alternative access to and from a public road will be provided to an equivalent standard, where feasible and practicable. Where an alternative access is not feasible or practicable, and a property is left without access to a public road, negotiations will be undertaken with the landholder to acquire the property in accordance with the land acquisition legislation and regulatory requirements. ▸ For public crossings, ARTC will consult with DTMR, local governments and the local community about the preferred road–rail interface treatments for each location. ▸ Road–rail interfaces will be assessed on a case-by-case basis for design purposes, considering current and future usage, location relative to other crossings and the road and rail geometry at the crossing location.

	Request for traffic impact assessment	▸ A traffic impact assessment has been completed as part of the EIS (refer Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment Technical Report of the EIS).
		▸ The assessment has been completed in accordance with the ToR and assesses the traffic and transport impacts of the Project, detailing the potential impacts on the surrounding road networks from the movement of materials, workforce and equipment during the construction and operational phases of the Project. Findings include:
		  ▸ During construction:
		  – Four SCRs are expected to exceed 5 per cent of the background traffic.
		  – Thirty-seven local government roads will exceed 5 per cent of the background traffic. The impact is expected to be minimal as the high percentage of construction traffic is a function of low existing traffic volumes.

Theme	Issue and Opportunities	EIS Response
Traffic, transport and access (continued)	Request for traffic impact assessment (continued)	– Certain sections will generate construction-related traffic volumes in excess of 10 per cent of the background traffic during the construction phase. The results of the level-of-service (LOS) comparison between the 'with' and 'without' development scenarios show the Project may cause a minor change in LOS for some road sections during each year of construction. – For such a short duration of impact, it is not expected that the Project will generate a need to upgrade the local road network, but adequate traffic and road use management strategies and mitigation measures will be required. A Traffic Management Plan will be developed before construction starts. ▸ Infrastructure owners and operators advised on design requirements to ensure the safe and operational efficiency of their infrastructure and advised on potential maintenance and financial impacts as a result of the Project. ▸ Infrastructure owners and operators also provided information on rail connection and access requirements, proposed level-crossing locations and operation, road designs, bridge locations, construction traffic impacts and access for emergency services to remote parts of the Project infrastructure, such as the tunnel through the Teviot Range. ▸ Directly affected and nearby landholders outlined concerns about level-crossing safety, particularly for Middle and Washpool roads and have identified the potential future need for rail access and intermodal facilities. ▸ As a result of the consultation process, additional investigations and research was undertaken to better inform the traffic, transport and access impact assessment, including: ▸ Additional road traffic counts were undertaken to ensure accuracy of the data used and to validate the traffic impact assessment modelling ▸ Additional studies and investigation were undertaken on level-crossing design to validate recommended crossing treatments ▸ Emergency access and fire and life-safety requirements for the Project were confirmed ▸ Future road planning requirements were incorporated into the Project design (for example, Cunningham Highway upgrades) ▸ Design ensuring that rail access is not precluded for proposed adjoining third-party industrial hubs.
	Waters Road—initial design had Waters Road closed and diverted via Kuss Road and Coveney Road, which may have impacted residents ICC have indicated they want all level crossings to be active except for Middle Road where they want a grade separation	▸ Construction works on roads with road–rail interfaces will comply with the asset owner's approved safety requirements and temporary works procedures. The highest standard complied with will be DTMR's Manual of Uniform Traffic Control Devices. Realignment of Dwyers Road is necessary to accommodate a level crossing. Impacts have been minimised by moving the alignment east. ▸ Appropriate road–rail interfaces will be assessed on a case-by-case basis considering current and future usage of the existing asset, its location relative to other crossings and the road and rail geometry. In developing proposed treatments, ARTC has considered State and national guidelines and strategies. ▸ Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface. ▸ Refer Chapter 6: Project Description of the EIS.

6.2.2 Logan City Council

Key issues and responses raised in the meetings with LCC are summarised in Table 29.

TABLE 29: LOGAN CITY COUNCIL CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response

Surface water and hydrology	Changes to flooding patterns and debris from flood events impacting the alignment and/or properties	▸ Changes to flood patterns have been assessed as part of the EIS (refer Chapter 13: Surface Water and Appendix N: Hydrology and Flooding Technical Report of the EIS).
		▸ The Project seeks to avoid impacts by incorporating the following into design:
		  ▸ The Project has been designed to achieve the hydraulic design criteria including:
		  – 50-year design life for formation and embankment performance
		  – Track drainage ensures that the performance of the formation and track is not affected by water
		  – Earthworks designed to ensure that the rail formation is not overtopped during a 1% AEP flood event
		  – Embankment cross section can sustain flood levels up to the 1% AEP
		  – Bridges are designed to withstand flood events up to and including a 1 in 2,000 AEP event
		  – Where possible, the Project uses existing rail corridors to avoid introducing a new linear infrastructure corridor across floodplains. For the Project, this is limited to the section near Calvert, with the remainder of the alignment in greenfield areas.
		  ▸ The Project incorporates bridge and culvert structures to maintain existing flow paths and flood flow distributions.
		  ▸ Bridge and culvert structures have been located and sized to avoid increases in peak water levels, velocities and/or duration of inundation, and changes to flow distribution in accordance with the flood impact objectives.
		  ▸ Progressive refinement of bridge extents and culvert banks (number of barrels and dimensions) has been undertaken as the Project design has evolved. This refinement process has considered engineering requirements as well as progressive feedback from stakeholders to achieve acceptable outcomes that address the flood impact objectives.
		  ▸ Scour and erosion protection measures have been incorporated into the design in areas determined to be at risk, such as around culvert headwalls, drainage discharge pathways and bridge abutments.
		  ▸ A climate change assessment has been incorporated into the design of cross-drainage structures for the Project in accordance with the Australian Rainfall and Runoff Guidelines for the 1% AEP design event, to determine the sensitivity of the design, and associated impacts, to the potential increase in rainfall intensity.
		  ▸ Identification of flood-sensitive receptors and engagement with stakeholders to determine acceptable design outcomes.
		▸ Consultation with stakeholders, including landholders, was undertaken at key stages, including validation of the performance of the modelling in replicating experienced historical flood events and presentation of the design outcomes and impacts on properties and infrastructure.
		▸ In addition to the comprehensive consultation, exercise has been undertaken to provide the community with detailed information and certainty around the flood modelling and the Project design. In future stages, ARTC will:
		  ▸ Continue to work with landholders concerned with hydrology and flooding throughout the detailed design, construction and operational phases of the Project.
		  ▸ Continue to work with directly impacted landholders affected by the alignment throughout the detailed design, construction and operational phases of the Project.
		  ▸ Continue to work with local governments and State Government departments throughout the detailed design, construction and operational phases of the Project.

Theme	Issue and Opportunities	EIS Response
Traffic, transport and access	General access concerns	▸ Access across the transport network has been considered in the assessments contained in Chapter 8: Land Use and Tenure, Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment Technical Report. ▸ ARTC has been able to identify suitable road access alternatives for all formed roads (impacted during construction and operation) in consultation with emergency services, landholders, local governments and DTMR. ▸ A Rail Maintenance Access Road strategy has been developed as a part of the design for emergency service vehicles access to the rail corridor during construction and operation. ▸ Where legal access to a property is permanently affected and a property has no other legal means of access, alternative access to and from a public road will be provided to an equivalent standard, where feasible and practicable. Where an alternative access is not feasible or practicable, and a property is left without access to a public road, negotiations will be undertaken with the landholder to acquire the property in accordance with the land acquisition legislation and regulatory requirements. ▸ For public crossings, ARTC will consult with DTMR, local governments and the local community about the preferred road–rail interface treatments for each location. ▸ Road–rail interfaces will be assessed on a case-by-case basis for design purposes, considering current and future usage, location relative to other crossings and the road and rail geometry at the crossing location.

	Request for traffic impact assessment	▸ A traffic impact assessment has been completed as part of the EIS (refer Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment Technical Report of the EIS).
		▸ The assessment has been completed in accordance with the ToR and assesses the traffic and transport impacts of the Project, detailing the potential impacts on the surrounding road networks from the movement of materials, workforce and equipment during the construction and operational phases of the Project. Findings include:
		  ▸ During construction:
		  – Four SCRs are expected to exceed 5 per cent of the background traffic
		  – Thirty-seven local government roads will exceed 5 per cent of the background traffic. The impact is expected to be minimal as the high percentage of construction traffic is a function of low existing traffic volumes.
		  – Certain sections will generate construction-related traffic volumes in excess of 10 per cent of the background traffic during the construction phase. The results of the level-of-service (LOS) comparison between the 'with' and 'without' development scenarios, show the Project may cause a minor change in LOS for some road sections during each year of construction.
		  – For such a short duration of impact, it is not expected that the Project will generate a need to upgrade the local road network, but adequate traffic and road use management strategies and mitigation measures will be required. A Traffic Management Plan will be developed before construction starts.
		▸ Infrastructure owners and operators advised on design requirements to ensure the safe and operational efficiency of their infrastructure and advised on potential maintenance and financial impacts as a result of the Project.

Theme	Issue and Opportunities	EIS Response

Traffic, transport and access (continued)	Request for traffic impact assessment (continued)	▸ Infrastructure owners and operators also provided information on rail connection and access requirements, proposed level-crossing locations and operation, road designs, bridge locations, construction traffic impacts and access for emergency services to remote parts of the Project infrastructure, such as the tunnel through the Teviot Range.
		▸ Directly affected and nearby landholders outlined concerns about level-crossing safety, particularly for Middle and Washpool roads, and have identified the potential future need for rail access and intermodal facilities.
		▸ As a result of the consultation process, additional investigations and research was undertaken to better inform the traffic, transport and access impact assessment, including:
		  ▸ Additional road traffic counts were undertaken to ensure accuracy of the data used and to validate the traffic impact assessment modelling
		  ▸ Additional studies and investigation were undertaken on level-crossing design to validate recommended crossing treatments
		  ▸ Emergency access and fire and life-safety requirements for the Project were confirmed
		  ▸ Future road planning requirements were incorporated into the Project design (for example, Cunningham Highway upgrades)
		  ▸ Design ensuring that rail access is not precluded for proposed adjoining third-party industrial hubs.

	Pressure on local roads due to construction of the Project, and then subsequent operations	▸ During construction, 37 local government roads are expected to have construction traffic exceed 5 per cent of the background traffic; however, the impact is expected to be minimal as the high percentage of construction traffic is a function of low existing traffic volumes. ▸ During the operational phase, it is assumed the workforce will reside within local surrounding towns along the Project alignment. While some workforce movements may use active transport, this is not expected to be significant given the remote locations of the worksite. During the operational phase of the Project, it is anticipated that occasional access to and from the rail corridor will be required for routine inspection and maintenance works. Maintenance vehicles will use access tracks for the majority of the inspection and maintenance activities. However, these activities are likely to be infrequent and the related traffic volumes are likely to be minimal with no envisaged impact to operational conditions of the surrounding road network. ▸ Refer Chapter 19: Traffic, Transport and Access and Appendix U: Traffic and Transport Impact Assessment Technical Report of the EIS.

6.2.3 Scenic Rim Regional Council

Key issues and responses raised in the meetings with SRRC are summarised in Table 30.

TABLE 30: SCENIC RIM REGIONAL COUNCIL CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response
Hazard and risk	Wild Pig Creek Road realignment—user safety concerns	▸ Wild Pig Creek Road requires realignment to accommodate the Dugandan Creek Rail Bridges and the installation of level crossings to retain traffic accesses, as well as reasonably managing potential flood impacts. Refer Chapter 6: Project Description of the EIS. ▸ Construction works for level crossings will comply with the asset owner's approved safety requirements and temporary works procedures. The highest standard complied with will be DTMR's Manual of Uniform Traffic Control Devices. ▸ Appropriate road–rail interfaces will be assessed on a case-by-case basis, considering current and future usage of the asset, its location relative to other crossings and the road and rail geometry. ▸ In developing proposed treatments, ARTC has considered State and national guidelines and strategies. Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface. ▸ The realignment has been designed to maintain existing surface water flow paths and flood flow distributions, and avoid unacceptable increases in peak water levels, flow distribution, velocities and duration of inundation. Refer Chapter 13: Surface Water and Hydrology and Appendix N: Hydrology and Flooding Technical Report of the EIS. ▸ Wild Pig Creek Road is anticipated to be used for construction routes. Appendix U: Traffic and Transport Impact Assessment Technical Report of the EIS notes there is no change in the level of service (LOS) comparing traffic with and without the Project.

Land use and tenure	Small lots created as a result of the Project	▸ Chapter 8: Land Use and Tenure of the EIS includes an assessment of the Project's compliance with the State Planning Policy (SPP) State interests. Management measures taken to maintain property lot sizes include:
		  ▸ Design will use the existing SFRC and the Project will be co-located with existing road infrastructure where possible, minimising the need to develop land not previously disturbed for transport infrastructure
		  ▸ The overall disturbance of construction areas will be limited, where possible
		  ▸ Intensive livestock operations, including feedlots and poultry farms, will be avoided, where possible.
		▸ Compensation will be provided where the Project requires permanent acquisition of properties. Where only part of a land parcel is acquired, compensation for the severance of the resumed land and the impact on the remaining land, may also apply.
		▸ Detailed management measures to reduce land use impacts on individual properties and land users will be developed in consultation with the individual landholders during the detailed design and property acquisition negotiations.
		▸ Individual property management agreements will be developed in consultation with landholders for managing construction on or immediately adjacent to private properties. These agreements will detail any adjustments to fencing, access, farm infrastructure, and relocation of any impacted structures.

Theme	Issue and Opportunities	EIS Response

Surface water and hydrology	Changes to flooding patterns and debris from flood events impacting the alignment and/or properties	▸ Changes to flood patterns have been assessed as part of the EIS (refer Chapter 13: Surface Water and Hydrology and Appendix N: Hydrology and Flooding Technical Report of the EIS).
		▸ The Project seeks to avoid impacts by incorporating the following into design:
		  ▸ The Project has been designed to achieve the hydraulic design criteria including:
		  – 50-year design life for formation and embankment performance
		  – Track drainage ensures that the performance of the formation and track is not affected by water
		  – Earthworks designed to ensure that the rail formation is not overtopped during a 1% AEP flood event
		  – Embankment cross section can sustain flood levels up to the 1% AEP
		  – Bridges are designed to withstand flood events up to and including a 1 in 2,000 AEP event
		  – Where possible, the Project uses existing rail corridors to avoid introducing a new linear infrastructure corridor across floodplains. For the Project, this is limited to the section near Calvert, with the remainder of the alignment in greenfield areas.
		  ▸ The Project incorporates bridge and culvert structures to maintain existing flow paths and flood flow distributions.
		  ▸ Bridge and culvert structures have been located and sized to avoid increases in peak water levels, velocities and/or duration of inundation, and changes flow distribution in accordance with the flood impact objectives.
		  ▸ Progressive refinement of bridge extents and culvert banks (number of barrels and dimensions) has been undertaken as the Project design has evolved. This refinement process has considered engineering requirements as well as progressive feedback from stakeholders to achieve acceptable outcomes that address the flood impact objectives.
		  ▸ Scour and erosion protection measures have been incorporated into the design in areas determined to be at risk, such as around culvert headwalls, drainage discharge pathways and bridge abutments.
		  ▸ A climate change assessment has been incorporated into the design of cross-drainage structures for the Project in accordance with the Australian Rainfall and Runoff Guidelines for the 1% AEP design event, to determine the sensitivity of the design, and associated impacts, to the potential increase in rainfall intensity.
		  ▸ Identification of flood-sensitive receptors and engagement with stakeholders to determine acceptable design outcomes.
		▸ Consultation with stakeholders, including landholders, was undertaken at key stages, including validation of the performance of the modelling in replicating experienced historical flood events and presentation of the design outcomes and impacts on properties and infrastructure.
		▸ In addition to the comprehensive consultation, exercise has been undertaken to provide the community with detailed information and certainty around the flood modelling and the Project design. In future stages, ARTC will:
		  ▸ Continue to work with landholders concerned with hydrology and flooding throughout the detailed design, construction and operational phases of the Project
		  ▸ Continue to work with directly impacted landholders affected by the alignment throughout the detailed design, construction and operational phases of the Project.
		▸ Continue to work with local Councils and State government departments throughout the detailed design, construction and operational phases of the Project.

Theme	Issue and Opportunities	EIS Response
Traffic, transport and access	Road realignment of Dwyers Road	▸ Construction works on roads with road–rail interfaces will comply with the asset owner's approved safety requirements and temporary works procedures. The highest standard complied with will be DTMR's Manual of Uniform Traffic Control Devices. Realignment of Dwyers Road is necessary to accommodate a level crossing. Impacts have been minimised by moving the alignment east. ▸ Appropriate road–rail interfaces will be assessed on a case-by-case basis, considering current and future usage of the existing asset, its location relative to other crossings and the road and rail geometry. In developing proposed treatments, ARTC has considered State and national guidelines and strategies. ▸ Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface. ▸ Refer Chapter 6: Project Description of the EIS.
	Teviot Brook rail bridge design	▸ The Teviot Brook bridge has been designed based on a number of factors, including local topography, road usership, rail and road alignments at the crossing point, and access requirements. ▸ Bridges have been provided at all major watercourse crossings along the Project alignment to minimise impacts to the local riverine system, and to avoid diverting watercourses. ▸ The Teviot Brook Rail Bridge design has been modified to accommodate local governments' proposed works on Undullah Road. ▸ Refer Chapter 6: Project Description of the EIS.
	Preference for level crossing locations and treatments—preference for no level crossings	▸ Level-crossing treatments are discussed and considered in Chapter 6: Project Description, Chapter 19: Traffic, Transport and Access and Appendix U: Traffic and Transport Impact Assessment Technical Report of the EIS. ▸ For public road–rail crossings, ARTC will consult with DTMR and local councils about preferred road–rail interface treatments, working with road managers to understand the local environment and gather information on future development plans, to inform the design. ▸ Currently, road–rail interface treatments include a mix of active and passive level crossings, crossing consolidation, realignment and grade separation. The appropriate road–rail interface treatment has been assessed on a case-by-case basis for design purposes, with consideration given to current and future usage of the existing asset, its location relative to other crossings of the rail corridor and the road and rail geometry at the crossing location. ▸ In the development of the proposed treatments, ARTC has also taken into consideration State and national guidelines and strategies. Both the Office of the National Railway Safety Regulator and DTMR have policies that focus on avoiding building any new level crossings or minimising any proposal to construct a public level crossing on a new rail line. ▸ Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface.

Theme	Issue and Opportunities	EIS Response
Traffic, transport and access (continued)	General access	▸ Access across the transport network has been considered in the assessments contained in Chapter 8: Land Use and Tenure, Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment Technical Report. ▸ ARTC has been able to identify suitable road access alternatives for all formed roads (impacted during construction and operation) in consultation with emergency services, landholders, local governments and DTMR. ▸ A Rail Maintenance Access Road strategy has been developed as a part of the design for emergency service vehicles access to the rail corridor during construction and operation. ▸ Where legal access to a property is permanently affected and a property has no other legal means of access, alternative access to and from a public road will be provided to an equivalent standard, where feasible and practicable. Where an alternative access is not feasible or practicable, and a property is left without access to a public road, negotiations will be undertaken with the landholder to acquire the property in accordance with the land acquisition legislation and regulatory requirements. ▸ For public crossings, ARTC will consult with DTMR, local governments and the local community about the preferred road–rail interface treatments for each location. ▸ Road–rail interfaces will be assessed on a case-by-case basis for design purposes, considering current and future usage, location relative to other crossings and the road and rail geometry at the crossing location.

	Request for traffic impact assessment	▸ A traffic impact assessment has been completed as part of the EIS (refer Chapter 19: Traffic, Transport and Access and Appendix U: Traffic Impact Assessment Technical Report of the EIS).
		▸ The assessment has been completed in accordance with the ToR and assesses the traffic and transport impacts of the Project, detailing the potential impacts on the surrounding road networks from the movement of materials, workforce and equipment during the construction and operational phases of the Project. Findings include:
		  ▸ During construction:
		  – Four SCRs are expected to exceed 5 per cent of the background traffic
		  – Thirty-seven local government roads will exceed 5 per cent of the background traffic. The impact is expected to be minimal as the high percentage of construction traffic is a function of low existing traffic volumes.
		  – Certain sections will generate construction-related traffic volumes in excess of 10 per cent of the background traffic during the construction phase. The results of the level-of-service (LOS) comparison between the 'with' and 'without' development scenarios, show the Project may cause a minor change in LOS for some road sections during each year of construction.
		  – For such a short duration of impact, it is not expected that the Project will generate a need to upgrade the local road network, but adequate traffic and road use management strategies and mitigation measures will be required. A Traffic Management Plan will be developed before construction starts.
		▸ Infrastructure owners and operators advised on design requirements to ensure the safe and operational efficiency of their infrastructure and advised on potential maintenance and financial impacts as a result of the Project.

Theme	Issue and Opportunities	EIS Response

Traffic, transport and access (continued)	Request for traffic impact assessment (continued)	▸ Infrastructure owners and operators also provided information on rail connection and access requirements, proposed level-crossing locations and operation, road designs, bridge locations, construction traffic impacts and access for emergency services to remote parts of the Project infrastructure, such as the tunnel through the Teviot Range.
		▸ Directly affected and nearby landholders outlined concerns about level-crossing safety, particularly for Middle and Washpool roads and have identified the potential future need for rail access and intermodal facilities.
		▸ As a result of the consultation process, additional investigations and research was undertaken to better inform the traffic, transport and access impact assessment, including:
		  ▸ Additional road traffic counts were undertaken to ensure accuracy of the data used and to validate the traffic impact assessment modelling
		  ▸ Additional studies and investigation were undertaken on level-crossing design to validate recommended crossing treatments
		  ▸ Emergency access and fire and life-safety requirements for the Project were confirmed
		  ▸ Future road planning requirements were incorporated into the Project design (for example, Cunningham Highway upgrades)
		  ▸ Design ensuring that rail access is not precluded for proposed adjoining third-party industrial hubs.

	Impacts to Brennans Dip Road	▸ Construction works on roads with road–rail interfaces will comply with the asset owner's approved safety requirements and temporary works procedures. The highest standard complied with will be DTMR's *Manual of Uniform Traffic Control Devices* (DTMR, 2020). Realignment of Dwyers Road is necessary to accommodate a level crossing. Impacts have been minimised by moving the alignment east. ▸ Appropriate road–rail interfaces will be assessed on a case-by-case basis considering current and future usage of the existing asset, its location relative to other crossings and the road and rail geometry. In developing proposed treatments, ARTC has considered State and national guidelines and strategies. ▸ Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface. ▸ Refer Chapter 6: Project Description of the EIS.

6.3 Community Consultative Committee

Key issues and responses raised in the meetings with Scenic Rim CCC are summarised in Table 31.

TABLE 31: SCENIC RIM CCC CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response
Economics **Social**	Long-term strategies to create employment and upskill people in Beaudesert and Scenic Rim Visibility and implementation of life skill requirements for the Project	▸ Appendix R: Social Impact Assessment Technical Report of the EIS includes a Workforce Management Action Plan as part of the SIMP. The objective of this action plan is to enable residents to access employment opportunities created by the Project. Strategies include: ▸ Engaging local workers from the Project region ▸ Ensuring that contractors encourage employment, training and skills development opportunities by: – Identifying skills required in the building, construction, equipment and services fabrication and supply, maintenance, operation and support to the Inland Rail Program – Arranging training and qualification arrangements to meet the needs of skills development to support all phases of the Inland Rail Program – Ensuring training and qualifications systems meet the requirements of the National Standards Framework. ▸ Developing the Inland Rail Skills Academy, which provides: – Scholarship opportunities at USQ for students along the alignment – STEM programs in local schools – Opportunities for student placements or work experience on Inland Rail projects. ▸ Providing a clear and efficient process for people to seek information about employment opportunities and register their interest ▸ Working with Indigenous communities, industry and government agencies to support the design and delivery of training and development programs ▸ Working with key partners to link training and development programs with other projects and local industries to provide the greatest regional benefit ▸ Working with schools and local training providers to provide appropriate training ▸ Working with the Australian Government and the State Government to provide long-term outcomes through training, mentoring and other support programs ▸ Providing a workplace that is inclusive and values the contributions of Aboriginal and Torres Strait Islander employees.
Economics	Concerns of economic impact once the railway is built. Less visitation to Scenic Rim.	▸ The Ipswich and Scenic Rim local government area (LGA) councils and communities have a strong focus on tourism, including nature-based and ecotourism, food and wine trails, adventure experiences and farm visits and stays. ▸ When the Project's detailed design is confirmed, ARTC will consult with tourism-related businesses within 5 km of the Project to ensure they understand how the impacts from road works, changes to the road network or noise/vibration may affect individual businesses. ARTC will then work with tourism associations and the Ipswich and Scenic Rim councils to develop a strategy to help mitigate both property-specific and generalised impacts on tourism values. ▸ ARTC will also work with the Scenic Rim Tourism Association and the Ipswich Tourist Association to support their promotional and marketing campaigns during the construction period and the first two years of operation. This is expected to offset any deterrence of tourists as a result of the Project. ▸ Refer Chapter 16: Social and Appendix R: Social Impact Assessment Technical Report of the EIS.

Theme	Issue and Opportunities	EIS Response
Flora and fauna	Risk and spread of fire ants (noting the Project is located within Fire Ant Biosecurity Zones 1 and 2)	▸ An assessment of biosecurity matters has been undertaken in Chapter 11: Flora and Fauna of the EIS and Appendix J: Terrestrial and Aquatic Ecology Technical Report of the EIS, and includes consideration of current distribution of pest species, an assessment of how the Project could influence the spread of these species and the mitigation measures the Project will implement to manage this risk. ▸ Chapter 23: Draft Outline Environmental Management Plan outlines the proposed mitigation and management measures for flora and fauna. A Biosecurity Management Plan will be developed as part of the CEMP detailing the mitigation and management measures during construction, including Fire Ant Biosecurity Zones.
	Location and design of fauna crossings	▸ Six fauna crossings are proposed for locations where bridge crossings will be constructed over waterways. ▸ Specific fauna fencing at these locations will be further assessed and determined during detail design. ▸ Refer Chapter 6: Project Description and Chapter 11: Flora and Fauna of the EIS.

Noise and vibration	Impacts on the Peak Crossing community and Ivory's Rock Conventions and Events Centre owing to alignment and crossing loop locations in the area	▸ Technical findings from the noise and vibration impact assessment are presented in Chapter 15: Noise, Appendix P: Non-operational Noise and Vibration Technical Report and Appendix Q: Operational Railway Noise and Vibration Technical Report of the EIS.
		▸ The impact assessment considered railway noise and vibration levels for train movements on both the mainline and crossing loops (Ebenezer, Purga Creek, Washpool and Undullah). Other impacts considered included noise from tunnel portals, level-crossings and train horns.
		▸ The assessment:
		  ▸ Predicted noise levels from crossing loops are within noise management criteria and are substantially lower than the railway noise levels from daily train pass-by events on the main line. Because crossing loops are within 4.5 m of the mainline tracks, they are not expected to be a primary influence on noise levels
		  ▸ Predicted that at Project opening (2026) there will be 59 sensitive receptors that will trigger investigation of feasible and reasonable noise mitigation measures, with an additional six by 2040. None of these sensitive receptors were identified at Ivory's Rock Conventions and Events
		  ▸ Identified that majority of the impacted properties are isolated landholdings dispersed along both sides of the alignment
		  ▸ Concluded that based on the predicted noise levels and the remoteness of the sensitive receptors, feasible and reasonable measures to reduce railway noise impacts are expected to be limited to property controls such as architectural property treatments and upgrades to property fencing.
		▸ ARTC will continue to engage with people whose properties may experience noise impacts to ensure impacts on amenity is clearly explained and, where relevant, to obtain inputs to the development of property-specific mitigation strategies.
		▸ ARTC will continue to consult with Ivory's Rock Conventions and Events.

Project description	Proximity of the alignment to the Peak Crossing community	▸ Chapter 2: Project Rationale of the EIS explains the rail corridor selection process that has occurred in defining the disturbance footprint, as the result of corridor selection studies and multi-criteria analysis, as well as ongoing optimisation and refinement. ▸ The proposed alignment is approximately 2 km east of Peak Crossing. ▸ Key concerns raised by the Peak Crossing community about land acquisition, Middle Road, noise impacts, coal dust and cultural heritage values are discussed in this table and Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS.

Theme	Issue and Opportunities	EIS Response
Traffic, transport and access	Pressure on local roads due to construction of the Project and then subsequent operations	▸ During construction, 37 local government roads are expected to have construction traffic exceed 5 per cent of the background traffic; however, the impact is expected to be minimal as the high percentage of construction traffic is a function of low existing traffic volumes. ▸ During operational phase, it is assumed the workforce will reside within local surrounding towns along the Project alignment. While some workforce movements may use active transport, this is not expected to be significant given the remote locations of the worksite. During the operational phase of the Project, it is anticipated that occasional access to and from the rail corridor will be required for routine inspection and maintenance works. Maintenance vehicles will use access tracks for the majority of the inspection and maintenance activities. However, these activities are likely to be infrequent and the related traffic volumes are likely to be minimal with no envisaged impact to operational conditions of the surrounding road network. ▸ Refer Chapter 19: Traffic, Transport and Access and Appendix U: Traffic and Transport Impact Assessment Technical Report of the EIS.

6.4 Targeted Workshops

Key issues and responses raised in targeted workshops are summarised in Table 32.

TABLE 32: TARGETED WORKSHOPS CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response

Flora and fauna	Impacts to Koalas (*Phascolarctos cinereus*) and their habitats, and impacts to Swamp Tea-tree (*Melaleuca irbyana*)	▸ Impacts to Koalas and their habitats, and Swamp Tea-tree were assessed as part of the EIS, with the technical findings presented in Chapter 11: Flora and Fauna, Appendix J: Terrestrial and Aquatic Ecology Technical Report and Appendix K: Matters of National Environmental Significance Technical Report.
		▸ Koalas and their habitat and Swamp Tea-tree have been observed within the flora and fauna study area, including the disturbance footprint.
		▸ A number of design measures have been incorporated into the Project to minimise potential impacts, for example:
		  ▸ Locating the alignment within the existing SFRC, where measures were taken to minimise clearing of Koala bushland habitat by realigning the SFRC corridor for 12 km through Ebenezer and Willowbank.
		  ▸ Identifying opportunities for locating fauna crossings to maintain habitat connectivity across the rail corridor and where possible, aligning these with regional, State and locally significant fauna movement corridors or areas of important fauna habitat. Six locations have been assessed as providing movement opportunities for the greatest number of species.
		  ▸ Avoiding locating and/or minimising Project works within nationally and regionally protected areas, as well as habitat for critically endangered, endangered and vulnerable flora and fauna species, critically endangered and endangered TECs and riparian vegetation.
		▸ Additionally, several mitigation measures for Koalas and their habitats and Swamp Tea-tree are proposed for implementation in future phases of the Project to further mitigate impacts (refer Chapter 23: Draft Outline Environmental Management Plan).
		▸ Aside from avoidance and impact minimisation, the application of additional mitigation measures was not likely to significantly reduce impacts associated with the loss of vegetation through clearing/removal, resulting in a residual impact to the species.
		▸ Impacts to the Koala and Swamp Tea-tree will be required to be offset under the either the EPBC Act Offsets Policy or the Queensland Environmental Offsets Policy 2017.

Theme	Issue and Opportunities	EIS Response
Flora and fauna (continued)	Location and design of fauna crossings	▸ Six fauna crossings are proposed for locations where bridge crossings will be constructed over waterways. ▸ Specific fauna fencing at these locations will be further assessed and determined during detail design. ▸ Refer Chapter 6: Project Description and Chapter 11: Flora and Fauna of the EIS.
	Impacts to the Regent Honeyeater (*Anthochaera phrygia*)	▸ Impacts to the Regent Honeyeater were assessed as part of the EIS, with the technical findings presented in Chapter 11: Flora and Fauna, Appendix J: Terrestrial and Aquatic Ecology Technical Report and Appendix K: Matters of National Environmental Significance Technical Report. ▸ The Regent Honeyeater was identified in the flora and fauna study area as having a possible likelihood of occurrence, although the species was not verified during field investigations. ▸ However, critical habitat factors (feed trees such as Yellow Box, White Box and Blakely's Red Gum) do not occur within the disturbance footprint but were assessed as having a low magnitude of disturbance. ▸ It is therefore unlikely that there will be any significant impact to the migration of Regent Honeyeater.
Surface water and hydrology	Changes to flooding patterns and debris from flood events impacting the alignment and/or properties	▸ Changes to flood patterns have been assessed as part of the EIS (refer Chapter 13: Surface Water and Hydrology and Appendix N: Hydrology and Flooding Technical Report of the EIS). ▸ The Project seeks to avoid impacts by incorporating the following into design: ▸ The Project has been designed to achieve the hydraulic design criteria including: – 50-year design life for formation and embankment performance – Track drainage ensures that the performance of the formation and track is not affected by water – Earthworks designed to ensure that the rail formation is not overtopped during a 1% AEP flood event – Embankment cross section can sustain flood levels up to the 1% AEP – Bridges are designed to withstand flood events up to and including a 1 in 2,000 AEP event – Where possible, the Project uses existing rail corridors to avoid introducing a new linear infrastructure corridor across floodplains. For the Project, this is limited to the section near Calvert, with the remainder of the alignment in greenfield areas. ▸ The Project incorporates bridge and culvert structures to maintain existing flow paths and flood flow distributions. ▸ Bridge and culvert structures have been located and sized to avoid increases in peak water levels, velocities and/or duration of inundation, and changes flow distribution in accordance with the flood impact objectives. ▸ Progressive refinement of bridge extents and culvert banks (number of barrels and dimensions) has been undertaken as the Project design has evolved. This refinement process has considered engineering requirements as well as progressive feedback from stakeholders to achieve acceptable outcomes that address the flood impact objectives. ▸ Scour and erosion protection measures have been incorporated into the design in areas determined to be at risk, such as around culvert headwalls, drainage discharge pathways and bridge abutments. ▸ A climate change assessment has been incorporated into the design of cross-drainage structures for the Project in accordance with the Australian Rainfall and Runoff Guidelines for the 1% AEP design event, to determine the sensitivity of the design, and associated impacts, to the potential increase in rainfall intensity. ▸ Identification of flood-sensitive receptors and engagement with stakeholders to determine acceptable design outcomes.

Theme	Issue and Opportunities	EIS Response

Surface water and hydrology (continued)	Changes to flooding patterns and debris from flood events impacting the alignment and/or properties (continued)	▸ Consultation with stakeholders, including landholders, was undertaken at key stages including validation of the performance of the modelling in replicating experienced historical flood events and presentation of the design outcomes and impacts on properties and infrastructure.
		▸ In addition to the comprehensive consultation, exercise has been undertaken to provide the community with detailed information and certainty around the flood modelling and the Project design. In future stages, ARTC will:
		  ▸ Continue to work with landholders concerned with hydrology and flooding throughout the detailed design, construction and operational phases of the Project
		  ▸ Continue to work with directly impacted landholders affected by the alignment throughout the detailed design, construction and operational phases of the Project
		  ▸ Continue to work with local governments and State Government departments throughout the detailed design, construction and operational phases of the Project.

Flora and fauna	Concerns regarding how local environmental knowledge will be used in the Project	▸ To support and facilitate the inclusion of local environmental groups' survey findings into the Project, ARTC arranged for an independent technical specialist to train the groups on how to use the WildNet database. The training on how to use WildNet resulted in new records from these groups being included in the database. Based on these new records, ARTC updated Project reporting to better reflect the impact of the Project on local flora and fauna species. ▸ Refer Chapter 11: Flora and Fauna, Appendix J: Terrestrial and Aquatic Ecology Technical Report and Appendix K: Matters of National Environmental Significance Technical Report of the EIS.

6.5 Community Information Sessions

Key issues and responses raised in community information sessions are summarised in Table 33.

TABLE 33: COMMUNITY INFORMATION SESSIONS CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response

Flora and fauna	Impacts to Koalas (*Phascolarctos cinereus*) and their habitats, and impacts to Swamp Tea-tree (*Melaleuca irbyana*)	▸ Impacts to Koalas and their habitats, and Swamp Tea-tree were assessed as part of the EIS, with the technical findings presented in Chapter 11: Flora and Fauna, Appendix J: Terrestrial and Aquatic Ecology Technical Report and Appendix K: Matters of National Environmental Significance Technical Report.
		▸ Koalas and their habitat and Swamp Tea-tree have been observed within the flora and fauna study area, including the disturbance footprint.
		▸ A number of design measures have been incorporated into the Project to minimise potential impacts, for example:
		  ▸ Locating the alignment within the existing SFRC, where measures were taken to minimise clearing of Koala bushland habitat by realigning the SFRC corridor for 12 km through Ebenezer and Willowbank.
		  ▸ Identifying opportunities for locating fauna crossings to maintain habitat connectivity across the rail corridor and, where possible, aligning these with regional, State and locally significant fauna movement corridors or areas of important fauna habitat. Six locations have been assessed as providing movement opportunities for the greatest number of species.
		  ▸ Avoiding locating and/or minimising Project works within nationally and regionally protected areas, as well as habitat for critically endangered, endangered and vulnerable flora and fauna species, critically endangered and endangered threatened ecological communities (TECs) and riparian vegetation.
		▸ Additionally, several mitigation measures for Koalas and their habitats and Swamp Tea-tree are proposed for implementation in future phases of the Project to further mitigate impacts (refer Chapter 23: Draft Outline Environmental Management Plan).
		▸ Aside from avoidance and impact minimisation, the application of additional mitigation measures was not likely to significantly reduce impacts associated with the loss of vegetation through clearing/removal, resulting in a residual impact to the species.
		▸ Impacts to the Koala and Swamp Tea-tree will be required to be offset under either the EPBC Act Offsets Policy or the Queensland Environmental Offsets Policy 2017.

	Location and design of fauna crossings	▸ Six fauna crossings are proposed for locations where bridge crossings will be constructed over waterways. ▸ Specific fauna fencing at these locations will be further assessed and determined during detailed design. ▸ Refer Chapter 6: Project Description and Chapter 11: Flora and Fauna of the EIS.

Theme	Issue and Opportunities	EIS Response

Noise and vibration	Construction and operational noise exceedances and the management of those exceedances	▸ Technical findings from the construction noise and vibration impact assessment are presented in Chapter 15: Noise and Appendix P: Non-operational Noise and Vibration Technical Report of the EIS.
		▸ The assessment identified the greatest construction noise impact is that of earthworks and rail civil works, but the impact will be dependent on actual timings and duration of Project works.
		▸ Specific noise management and mitigation measures will be detailed in the Construction Noise and Vibration Management Plan and are likely to include the following:
		  ▸ Ongoing community consultation
		  ▸ Training of construction site workers
		  ▸ Use of temporary noise barriers
		  ▸ Monitoring
		  ▸ Appropriate selection and maintenance of equipment
		  ▸ Scheduling of work for less sensitive time periods
		  ▸ Situating plant in less noise sensitive locations
		  ▸ Construction traffic management
		  ▸ Respite periods.
		▸ Technical findings from the operational railway noise and vibration impact assessment are presented in Chapter 15: Noise and Appendix Q: Operational Railway Noise and Vibration Technical Report of the EIS. The assessment:
		  ▸ Predicted that at Project opening (2026) there will be 59 sensitive receptors that will trigger investigation of feasible and reasonable noise mitigation measures, with an additional 6 by 2040
		  ▸ Identified that majority of the impacted properties are isolated landholdings dispersed along both sides of the alignment
		  ▸ Concluded that based on the predicted noise levels and the remoteness of the sensitive receptors, feasible and reasonable measures to reduce railway noise impacts are expected to be limited to property controls such as architectural property treatments and upgrades to property fencing.
		▸ ARTC will continue to engage with people whose properties may experience noise impacts to ensure impacts on amenity is clearly explained and, where relevant, to obtain inputs to the development of property-specific mitigation strategies.

Project description	Proximity of the alignment to the Peak Crossing community	▸ Chapter 2: Project Rationale of the EIS explains the rail corridor selection process that has occurred in defining the disturbance footprint, as the result of corridor selection studies and multi-criteria analysis, as well as ongoing optimisation and refinement. ▸ The proposed alignment is approximately 2 km east of Peak Crossing. ▸ Key concerns raised by the Peak Crossing community about land acquisition, Middle Road, noise impacts, coal dust and cultural heritage values are discussed in this table and Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS.

Theme	Issue and Opportunities	EIS Response
Social	Acquisition or severance of properties may fragment land parcels and impact on connectivity between land parcels Individual landholder discussions about changes to their land including acquisition	▸ The fragmentation that may be the result of acquisition and impact connectivity between landholdings and/or impact land use operations are considered in Chapter 8: Land Use and Tenure, Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS. ▸ Consultation with affected landholders and communities has been central to understanding individual property operational arrangements and the potential for Project impacts. ARTC is meeting with all affected landholders and those adjacent to the Project to understand their specific needs and concerns, and to provide information to help property owners identify their options for impact mitigation, management or offset. ▸ The Project was designed to use the existing gazetted SFRC where possible, to minimise the extent of 'new' properties to be acquired. Where land is required outside of the gazetted SFRC corridor, the corridor will be amended in consultation with DTMR, which will require acquisition of private properties and roads reserves. ▸ Any additional land required for the Project will mostly be acquired through a compulsory land acquisition process, also known as land resumption. The land resumption process will only start when the Project is approved and all or part of a property is identified as being directly affected by the proposed works. Properties will be acquired either in full or in part, where feasible, determined in consultation with affected landholders, considering factors such as land parcel size, the effect of the alignment on the property, land use and the property's operability following construction. Where part severance of land occurs and the landholder wishes to retain ownership, ARTC will continue to work with landholders to maintain access to their property and mitigate impacts on operation e.g. adding a culvert to facilitate movement of cattle. ▸ If land is only required for the construction phase of the Project, where possible, this land will be leased from landholders who will receive a financial benefit. ▸ Land resumption processes in QLD are undertaken under the *Acquisition of Land Act 1967*, which sets out the process for acquisition and the assessment of compensation. Landholders will be entitled to claim compensation for the acquisition of an interest in land in accordance with the Act.
Traffic, transport and access	Preference for level crossing locations and treatments - Middle Road and Washpool Road. Community would prefer grade separation	▸ Level crossing treatments are discussed and considered in Chapter 6: Project Description, Chapter 19: Traffic, Transport and Access and Appendix U: Traffic and Transport Impact Assessment Technical Report of the EIS ▸ For public road–rail crossings, ARTC will consult with DTMR and local councils about preferred road–rail interface treatments, working with road managers to understand the local environment and gather information on future development plans, to inform the design. ▸ Currently, road–rail interface treatments include a mix of active and passive level crossings, crossing consolidation, realignment and grade separation. The appropriate road–rail interface treatment has been assessed on a case-by-case basis for design purposes, with consideration given to current and future usage of the existing asset, its location relative to other crossings of the rail corridor and the road and rail geometry at the crossing location. ▸ In the development of the proposed treatments, ARTC has also taken into consideration State and national guidelines and strategies. Both the Office of the National Railway Safety Regulator and DTMR have policies that focus on avoiding building any new level crossings or minimising any proposal to construct a public level crossing on a new rail line. ▸ Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface.

Theme	Issue and Opportunities	EIS Response
Traffic, transport and access (continued)	Maintaining access for cattle on their property	▸ Where loss of agricultural land was unable to be avoided, refinement of the horizontal alignment considered (among other environmental, social, cultural, economic and technical constraints), placement of the rail corridor such that it traverses around or as close as possible to property boundaries to reduce potential fragmentation and sterilisation of Class A land, Class B land and land within an Important Agricultural Area. Intensive livestock operations, including feedlots and poultry farms, have also been avoided where possible. ▸ Where land is fragmented or isolated, any impacts on operational farm requirements such as impacts on access, infrastructure and services will be managed and reinstated as soon as possible. ARTC will work with individual landholders to develop suitable solutions based on individual farm management practices. Solutions may include the provision of crossing points or underpasses for access to fragmented or isolated properties. Where disruption to water supply occurs, crossing points will be provided or the relocation of dams or irrigation systems will be undertaken in consultation with landholders. ▸ The overall disturbance of construction areas has been limited where possible. Where agricultural land is required to be used temporarily during construction, disturbed areas will be rehabilitated in accordance with the Reinstatement and Rehabilitation Plan. ▸ Where the permanent disturbance footprint is unable to avoid the severance of agricultural land due to the permanent acquisition of properties, acquisition will be investigated in consultation with landholders. ▸ Refer Chapter 8: Land Use and Tenure of the EIS.
Economics **Social**	Long-term strategies to create employment and upskill people in Beaudesert and Scenic Rim Visibility and implementation of life skill requirements for the Project	▸ Appendix R: Social Impact Assessment Technical Report of the EIS includes a Workforce Management Action Plan as part of the SIMP. The objective of this action plan is to enable residents to access employment opportunities created by the Project. Strategies include: ▸ Engaging local workers from the Project region ▸ Ensuring that contractors encourage employment, training and skills development opportunities by: – Identifying skills required in the building, construction, equipment and services fabrication and supply, maintenance, operation and support to the Inland Rail Program – Arranging training and qualification arrangements to meet the needs of skills development to support all phases of the Inland Rail Program – Ensuring training and qualifications systems meet the requirements of the National Standards Framework. ▸ Developing the Inland Rail Skills Academy, which provides: – Scholarship opportunities at USQ for students along the alignment – STEM programs in local schools – Opportunities for student placements or work experience on Inland Rail projects. ▸ Providing a clear and efficient process for people to seek information about employment opportunities and register their interest. ▸ Working with Indigenous communities, industry and government agencies to support the design and delivery of training and development programs. ▸ Working with key partners to link training and development programs with other projects and local industries to provide the greatest regional benefit. ▸ Working with schools and local training providers to provide appropriate training. ▸ Working with the Australian Government and the State Government to provide long-term outcomes through training, mentoring and other support programs. ▸ Providing a workplace that is inclusive and values the contributions of Aboriginal and Torres Strait Islander employees.

Theme	Issue and Opportunities	EIS Response
Air quality	Coal residue in water tanks	▸ Surfaces that lead to potable water tanks in the vicinity of the alignment were considered as sensitive receptors for the air quality impact assessment. ▸ Quantitative dispersion modelling assessment was undertaken of operational emissions associated with freight rail movements, including prediction of pollutant water concentrations in rainwater tanks. ▸ The assessment concluded that the highest predicted pollutant concentrations for water tanks was compared with *the Australian Drinking Water Guideline* values. Compliance is predicted for all pollutants by a significant margin. ▸ Technical findings from the air quality impact assessment are presented in Chapter 12: Air Quality and Appendix L: Air Quality Technical Report of the EIS.

6.6 Cultural Heritage consultation

Key issues and responses raised during cultural heritage consultation are summarised in Table 34.

TABLE 34: CULTURAL HERITAGE CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response
Cultural heritage	Matters of cultural heritage significance identified during land surveys	▸ One-on-one meetings, discussions and site walk-overs were undertaken with representatives of the Jagera Daran and the Yuggera Ugarapul People to identify areas of cultural heritage significance within the Project disturbance footprint. ▸ Discussions were undertaken with local heritage groups to identify sites of heritage interest within the region. ▸ The alignment was altered to avoid important cultural heritage sites (specifically in the Teviot Range). ▸ This proposed alignment change was further evaluated, assessed and approved as part of a multi-criteria analysis (refer Chapter 2: Project Rationale). ▸ Technical findings from the cultural heritage impact assessment are presented in Chapter 18: Cultural Heritage and Appendix T: Non-Indigenous Heritage Technical Report.

	Provisions for managing the accidental discovery of cultural material (including burials) and definition of a documentation process to record cultural heritage finds	▸ CHMPs were agreed providing future stages of the Project with a process for:
		  ▸ Undertaking cultural heritage surveys for the Project
		  ▸ Including relevant Traditional Owners in assessing Indigenous cultural heritage values and the protection and management of Indigenous cultural heritage
		  ▸ Mitigating, managing and protecting identified cultural heritage and objects during both construction and operational phases of the Project.

	Provisions for managing the accidental discovery of cultural material (including burials) and definition of a documentation process to record cultural heritage finds	▸ Chapter 23: Draft Outline Environmental Management Plan of the EIS also outlines the proposed mitigation and management measures for cultural heritage. A Heritage Management Plan will be developed and will detail the mitigation and management measures to be implemented during construction in relation to cultural heritage. It Is expected to include requirements for record keeping. This includes for unexpected finds. ▸ Technical findings from the cultural heritage impact assessment are presented in Chapter 18: Cultural Heritage.

Theme	Issue and Opportunities	EIS Response
Cultural heritage (continued)	Developing cultural heritage awareness training/ induction for workforce/employees and plain English manual that is easy for contractors and personnel to understand	▸ Chapter 23: Draft Outline Environmental Management Plan outlines the proposed mitigation and management measures for cultural heritage. A Heritage Management Plan will be developed and will detail the mitigation and management measures to be implemented during construction in relation to cultural heritage. In particular, it is expected to include requirements for site induction and training. Where impacts can be avoided to known Indigenous or non-Indigenous heritage, appropriate precautionary measures, such as informing staff and contractors of the nature and location of the items and need to avoid impacts, detailing location onsite maps will be implemented.
	Contingency planning for cultural heritage finds during implementation of the CHMP	▸ Chapter 23: Draft Outline Environmental Management Plan of the EIS outlines the proposed mitigation and management measures for cultural heritage. A Heritage Management Plan will be developed and will detail the mitigation and management measures to be implemented during construction in relation to cultural heritage. ▸ In the event of the identification of potential sub-surface archaeological deposits, work in the area should cease and an appropriately qualified archaeologist be engaged to undertake and assessment of the potential heritage values of the items. In the event of the discovery of potential human remains, all work in the area should cease and the statutory process for notification and management of human remains should be instigated.
	A dispute resolution process	▸ CHMPs (CLH017009) for the Project were developed between ARTC and the relevant Aboriginal Parties in 2017 and 2018. These CHMPs have been approved under the *Aboriginal Cultural Heritage Act 2003* (ACH Act). Consultation has included negotiation regarding CHMPs with the aim of identifying the following: ▸ A process for undertaking cultural heritage surveys for the Project ▸ A process for including the Traditional Owners, associated with the area, in assessing Indigenous cultural heritage values and protecting and managing Indigenous cultural heritage ▸ A process for dispute resolution ▸ A process for mitigating, managing and protecting identified cultural heritage and objects during both construction and operation. ▸ Details of these CHMPs are confidential to the signatories and are not provided within the EIS. Refer Chapter 18: Cultural Heritage of the EIS.

6.7 Landholder consultation

Key issues and responses raised during landholder consultation are summarised in Table 35.

TABLE 35: LANDHOLDER CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response
Air quality	Coal residue in water tanks—drinking water	▸ Surfaces that lead to potable water tanks in the vicinity of the alignment were considered as sensitive receptors for the air quality impact assessment. ▸ Quantitative dispersion modelling assessment was undertaken of operational emissions associated with freight rail movements, including prediction of pollutant water concentrations in rainwater tanks. ▸ The assessment concluded that the highest predicted pollutant concentrations for water tanks was compared with the *Australian Drinking Water Guideline* values. Compliance is predicted for all pollutants by a significant margin. ▸ Technical findings from the air quality impact assessment are presented in Chapter 12: Air Quality and Appendix L: Air Quality Technical Report of the EIS.

Theme	Issue and Opportunities	EIS Response
Flora and fauna	Risk and spread of fire ants (noting the Project is located within Fire Ant Biosecurity Zones 1 and 2)	▸ An assessment of biosecurity matters has been undertaken In Chapter 11: Flora and Fauna of the EIS and Appendix J: Terrestrial and Aquatic Ecology Technical Report of the EIS, and includes consideration of current distribution of pest species, an assessment of how the Project could influence the spread of these species and the mitigation measures the Project will implement to manage this risk. ▸ Chapter 23: Draft Outline Environmental Management Plan outlines the proposed mitigation and management measures for flora and fauna. A Biosecurity Management Plan will be developed as part of the CEMP, detailing the mitigation and management measures during construction, including fire ant biosecurity zones.

	Impacts to Koalas (*Phascolarctos cinereus*) and their habitats, and impacts to Swamp Tea-tree (*Melaleuca irbyana*)	▸ Impacts to Koalas and their habitats, and Swamp Tea-tree were assessed as part of the EIS, with the technical findings presented in Chapter 11: Flora and Fauna, Appendix J: Terrestrial and Aquatic Ecology Technical Report and Appendix K: Matters of National Environmental Significance Technical Report.
		▸ Koalas and their habitat and Swamp Tea-tree have been observed within the flora and fauna study area, including the disturbance footprint.
		▸ A number of design measures have been incorporated into the Project to minimise potential impacts, for example:
		  ▸ Locating the alignment within the existing SFRC, where measures were taken to minimise clearing of Koala bushland habitat by realigning the SFRC corridor for 12 km through Ebenezer and Willowbank.
		  ▸ Identifying opportunities for locating fauna crossings to maintain habitat connectivity across the rail corridor and where possible, aligning these with regional, State and locally significant fauna movement corridors or areas of important fauna habitat. Six locations have been assessed as providing movement opportunities for the greatest number of species.
		  ▸ Avoiding locating and/or minimising Project works within nationally and regionally protected areas, as well as habitat for critically endangered, endangered and vulnerable flora and fauna species, critically endangered and endangered TECs and riparian vegetation.
		▸ Additionally, several mitigation measures for Koalas and their habitats and Swamp Tea-tree are proposed for implementation in future phases of the Project to further mitigate impacts (refer Chapter 23: Draft Outline Environmental Management Plan).
		▸ Aside from avoidance and impact minimisation, the application of additional mitigation measures was not likely to significantly reduce impacts associated with the loss of vegetation through clearing/removal, resulting in a residual impact to the species.
		▸ Impacts to the Koala and Swamp tea-tree will be required to be offset under the either the EPBC Act Offsets Policy or the Queensland Environmental Offsets Policy 2017.
		▸ Six fauna crossings are proposed for locations where bridge crossings will be constructed over waterways.
		▸ Specific fauna fencing at these locations will be further assessed and determined during detail design.
		▸ Refer Chapter 6: Project Description and Chapter 11: Flora and Fauna of the EIS.

Theme	Issue and Opportunities	EIS Response

Noise and vibration	Impacts on the Peak Crossing community owing to alignment and crossing loop locations in the area	▸ Technical findings from the noise and vibration impact assessment are presented in Chapter 15: Noise, Appendix P: Non-operational Noise and Vibration Technical Report and Appendix Q: Operational Railway Noise and Vibration Technical Report of the EIS.
		▸ The impact assessment considered railway noise and vibration levels for train movements on both the mainline and crossing loops (Ebenezer, Purga Creek, Washpool and Undullah). Other impacts considered included noise from tunnel portals, level-crossings and train horns.
		▸ The assessment:
		  ▸ Predicted noise levels from crossing loops are within noise management criteria and are substantially lower than the railway noise levels from daily train pass-by events on the main line. Because crossing loops are within 4.5 m of the mainline tracks, they are not expected to be a primary influence on noise levels.
		  ▸ Predicted that at Project opening (2026) there will be 59 sensitive receptors that will trigger investigation of feasible and reasonable noise mitigation measures, with an additional 6 by 2040.
		  ▸ Identified that majority of the impacted properties are isolated landholdings dispersed along both sides of the alignment.
		  ▸ Concluded that based on the predicted noise levels and the remoteness of the sensitive receptors, feasible and reasonable measures to reduce railway noise impacts are expected to be limited to property controls, such as architectural property treatments and upgrades to property fencing.
		▸ ARTC will continue to engage with people whose properties may experience noise impacts, to ensure impacts on amenity is clearly explained and, where relevant, to obtain inputs to the development of property-specific mitigation strategies. Refer Chapter 15: Noise and Vibration and Appendix Q: Operational Railway Noise and Vibration Technical Report of the EIS.

	Construction and operational noise exceedances and the management of those exceedances	▸ Technical findings from the construction noise and vibration impact assessment are presented in Chapter 15: Noise and Appendix P: Non-operational Noise and Vibration Technical Report of the EIS.
		▸ The assessment identified the greatest construction noise impact is that of earthworks and rail civil works but this will be dependent on actual timings and duration of Project works.
		▸ Specific noise management and mitigation measures will be detailed in the Construction Noise and Vibration Management Plan and are likely to include the following:
		  ▸ Ongoing community consultation
		  ▸ Training of construction site workers
		  ▸ Use of temporary noise barriers
		  ▸ Monitoring
		  ▸ Appropriate selection and maintenance of equipment
		  ▸ Scheduling of work for less sensitive time periods
		  ▸ Situating plant in less noise sensitive locations
		  ▸ Construction traffic management
		  ▸ Respite periods.

Theme	Issue and Opportunities	EIS Response
Noise and vibration (continued)	Construction and operational noise exceedances and the management of those exceedances (continued)	▸ Technical findings from the operational railway noise and vibration impact assessment are presented in Chapter 15: Noise and Appendix Q: Operational Railway Noise and Vibration Technical Report of the EIS. The assessment: ▸ Predicted that at Project opening (2026) there will be 59 sensitive receptors that will trigger investigation of feasible and reasonable noise mitigation measures, with an additional 6 by 2040. ▸ Identified that majority of the impacted properties are isolated landholdings dispersed along both sides of the alignment. ▸ Concluded that based on the predicted noise levels and the remoteness of the sensitive receptors, feasible and reasonable measures to reduce railway noise impacts are expected to be limited to property controls, such as architectural property treatments and upgrades to property fencing. ▸ ARTC will continue to engage with people whose properties may experience noise impacts, to ensure impacts on amenity is clearly explained and, where relevant, to obtain inputs to the development of property-specific mitigation strategies.
Project description	Project adhering to the SFRC	▸ Chapter 2: Project Rationale of the EIS explains the rail corridor selection process that has occurred in defining the disturbance footprint, as the result of corridor selection studies and multi-criteria analysis, as well as ongoing optimisation and refinement. ▸ The SFRC study (AECOM, 2010) identified a future route for a freight rail corridor connecting the western rail line near Calvert to the interstate railway north of Beaudesert. The area of investigation encompassed a 55 km long and 2 km wide corridor of interest, based on previous preliminary studies undertaken in 2005 by Maunsell Australia. ▸ The SFRC was adopted as the base case alignment for the Project and an MCA process was implemented to evaluate any deviations. Deviations were only then considered if they demonstrated improvement against the metrics: environmental impact, design and constructability, and cost. MCA processes were completed for the following areas and considered: ▸ Teviot Range (realignment to ensure removal of direct impacts on a culturally significant site, avoiding potential impacts on vegetation, practical management of stormwater flow into tunnel infrastructure) ▸ Washpool Road (realignment to improve management of flood impacts and to maximise local connectivity) ▸ Sandy Creek / Mount Flinders Road (realignment to minimise vegetation clearing and waterway impacts, and to reduce of bridge lengths) ▸ Connection to the West Moreton System (minor deviation to achieve acceptable vertical clearances over Waters Road and the Western Creek floodplain) ▸ Connection to the Interstate Line (updated track geometry to improve safety).

Theme	Issue and Opportunities	EIS Response
Surface water and hydrology	Location of groundwater bores Potential use of private bores for construction water	▸ Initial Project discussions with landholders included bore identification to enable the Project team to understand the potential for impacts to current users if access to bores is affected as a result of construction. A number of landholders were also consulted as part of the groundwater investigations. ▸ Once detailed design has occurred, further consultation will be undertaken with landholders, including DTMR to confirm locations, use and quality of bores within the disturbance footprint. ▸ As per section 14.6.2.1 in Chapter 14: Groundwater, further liaison will occur with all potentially affected landholders to ensure that potential damage to, destruction of, or loss of access to all bores is addressed. Section 14.6.2.1 also outlines other proposed mitigation measures relevant to private groundwater bores. ▸ In accordance with the construction water hierarchy outlined in Chapter 13: Surface Water and Hydrology, other landholders may be consulted about the potential use of their bores or other private water sources for construction purposes, if required. Confirmation of private water sources made available to the Project by landholders will be covered under private agreements.
	Changes to flooding patterns and debris from flood events impacting the alignment and/or properties	▸ Changes to flood patterns have been assessed as part of the EIS (refer Chapter 13: Surface Water and Hydrology and Appendix N: Hydrology and Flooding Technical Report of the EIS). ▸ The Project seeks to avoid impacts by incorporating the following into design: ▸ The Project has been designed to achieve the hydraulic design criteria including: – 50-year design life for formation and embankment performance – Track drainage ensures that the performance of the formation and track is not affected by water – Earthworks designed to ensure that the rail formation is not overtopped during a 1% AEP flood event – Embankment cross section can sustain flood levels up to the 1% AEP – Bridges are designed to withstand flood events up to and including a 1 in 2,000 AEP event – Where possible, the Project uses existing rail corridors to avoid introducing a new linear infrastructure corridor across floodplains. For the Project, this is limited to the section near Calvert, with the remainder of the alignment in greenfield areas. ▸ The Project incorporates bridge and culvert structures to maintain existing flow paths and flood flow distributions. ▸ Bridge and culvert structures have been located and sized to avoid increases in peak water levels, velocities and/or duration of inundation, and changes flow distribution in accordance with the flood impact objectives. ▸ Progressive refinement of bridge extents and culvert banks (number of barrels and dimensions) has been undertaken as the Project design has evolved. This refinement process has considered engineering requirements as well as progressive feedback from stakeholders to achieve acceptable outcomes that address the flood impact objectives. ▸ Scour and erosion protection measures have been incorporated into the design in areas determined to be at risk, such as around culvert headwalls, drainage discharge pathways and bridge abutments. ▸ A climate change assessment has been incorporated into the design of cross-drainage structures for the Project in accordance with the Australian Rainfall and Runoff Guidelines for the 1% AEP design event to determine the sensitivity of the design, and associated impacts, to the potential increase in rainfall intensity. ▸ Identification of flood-sensitive receptors and engagement with stakeholders to determine acceptable design outcomes.

Theme	Issue and Opportunities	EIS Response

Surface water and hydrology (continued)	Changes to flooding patterns and debris from flood events impacting the alignment and/or properties (continued)	▸ Consultation with stakeholders, including landholders, was undertaken at key stages, including validation of the performance of the modelling in replicating experienced historical flood events and presentation of the design outcomes and impacts on properties and infrastructure.
		▸ In addition to the comprehensive consultation, exercise has been undertaken to provide the community with detailed information and certainty around the flood modelling and the Project design. In future stages, ARTC will:
		  ▸ Continue to work with landholders concerned with hydrology and flooding throughout the detailed design, construction and operational phases of the Project
		  ▸ Continue to work with directly impacted landholders affected by the alignment throughout the detailed design, construction and operational phases of the Project
		  ▸ Continue to work with local governments and State Government departments throughout the detailed design, construction and operational phases of the Project.

Traffic, transport and access	Washpool Road realignment and design	▸ The base case alignment located near and along Washpool Road (between Ch 33km to Ch 38km) was the focus of a multi-criteria analysis after findings of an initial floodplain assessment of Purga Creek and discussions with local government representatives and landholders on property access and local road design expectations. The three options were developed:
		  ▸ Option A: SFRC
		  ▸ Option B
		  ▸ Option C.
		▸ Option B was located to the east of the base case alignment (the SFRC) to avoid a watercourse diversion and construction of multiple bridge structures across Washpool Road. Option C is located slightly east of the base case alignment to avoid the Purga Creek floodplain and also realigns Washpool Road to maintain local access. The multi-criteria analysis identified Option C as preferred due to fewer property impacts than that of the comparative options.
		▸ Appropriate road–rail interface treatments will be assessed on a case-by-case basis for design purposes, with consideration given to current and future usage of the existing asset, location relative to other crossings and the road and rail geometry. ARTC has also taken State and national guidelines and strategies into consideration when developing proposed treatments.
		▸ The engineering and environmental assessments and comparative cost estimates are discussed further in Chapter 2: Project Rationale of the EIS. Also refer Chapter 6: Project Description of the EIS.

	Road designs/ realignments— Dwyers Road, Brennans Dip Road, Waters Road, Paynes Road	▸ Construction works on roads with road–rail interfaces will comply with the asset owner's approved safety requirements and temporary works procedures. The highest standard complied with will be DTMR's Manual of Uniform Traffic Control Devices. Realignment of Dwyers Road is necessary to accommodate a level crossing. Impacts have been minimised by moving the alignment east. ▸ Appropriate road–rail interfaces will be assessed on a case-by-case basis considering current and future usage of the existing asset, its location relative to other crossings and the road and rail geometry. In developing proposed treatments, ARTC has considered State and national guidelines and strategies. ▸ Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface. ▸ Refer Chapter 6: Project Description of the EIS.

Theme	Issue and Opportunities	EIS Response
Traffic, transport and access (continued)	Preference for level crossing locations and treatments—opposition to the proposed level crossings at Middle Road and Washpool Road Community would prefer grade separation	▸ Level crossing treatments are discussed and considered in Chapter 6: Project Description, Chapter 19: Traffic, Transport and Access and Appendix U: Traffic and Transport Impact Assessment Technical Report of the EIS. ▸ For public road–rail crossings, ARTC will consult with DTMR and local governments about preferred road–rail interface treatments, working with road managers to understand the local environment and gather information on future development plans, to inform the design. ▸ Currently, road–rail interface treatments include a mix of active and passive level crossings, crossing consolidation, realignment and grade separation. The appropriate road–rail interface treatment has been assessed on a case-by-case basis for design purposes, with consideration given to current and future usage of the existing asset, its location relative to other crossings of the rail corridor and the road and rail geometry at the crossing location. ▸ In the development of the proposed treatments, ARTC has also taken into consideration State and national guidelines and strategies. Both the Office of the National Railway Safety Regulator and DTMR have policies which focus on avoiding building any new level crossings or minimising any proposal to construct a public level crossing on a new rail line. ▸ Further consultation with DTMR, local governments and the local community will inform the location and preferred treatment for each road–rail interface.

6.8 SIA consultation

Key issues and responses raised during SIA consultation are summarised in Table 36. These issues are also discussed in greater detail, from both an impact and mitigation perspective, in Appendix R: Social Impact Assessment Technical Report of the EIS.

TABLE 36: SIA CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response
Indigenous cultural heritage	Impacts on Indigenous cultural landscapes/heritage value	▸ Consultation with the Yuggera Ugarapul People confirmed that the landscape in the SIA study area is important to cultural heritage and Aboriginal connections to Country. An interview with Yuggera Ugarapul People who attended a community information session identified features that are culturally important as including the Mount Flinders area as a sacred site, a waterhole used for healing, on top of a peak (area not specified), sacred sites around Ebenezer, and the Purga Cemetery. Members of the Yuggera Ugarapul People noted that the imposition of linear infrastructure such as roads and rail infrastructure can affect the ability to connect with landscapes, and the prospect of disturbance to the landscape and environmental qualities causes distress. ▸ As detailed in EIS Chapter 23: Draft Outline Environmental Management Plan, construction planning will endeavour to avoid directly impacting on identified sites and items of Indigenous and non-Indigenous heritage significance where practicable. If items/sites cannot be avoided, photographic/archival recording of locations/or structures of heritage significance will occur in accordance with outcomes of any further cultural heritage surveys for the Project. Artefacts will be collected prior to construction in accordance with the CHMPs.

Theme	Issue and Opportunities	EIS Response
Land use and tenure	Acquisition or severance of properties may fragment land parcels and impact on connectivity between land parcels Individual landholder's discussions about changes to their land including acquisition	▸ The fragmentation that may be the result of acquisition and impact connectivity between landholdings and/or impact land use operations are considered in Chapter 8: Land Use and Tenure, Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS. ▸ Consultation with affected landholders and communities has been central to understanding individual property operational arrangements and the potential for Project impacts. ARTC is meeting with all affected landholders and those adjacent to the Project to understand their specific needs and concerns, and to provide information to help property owners identify their options for impact mitigation, management or offset. ▸ The Project was designed to use the existing gazetted SFRC where possible, to minimise the extent of 'new' properties to be acquired. Where land is required outside of the gazetted SFRC corridor, the corridor will be amended in consultation with DTMR, which will require acquisition of private properties and roads reserves. ▸ Any additional land required for the Project will mostly be acquired through a compulsory land acquisition process, also known as land resumption. The land resumption process will only start when the Project is approved and all or part of a property is identified as being directly affected by the proposed works. Properties will be acquired either in full or in part, where feasible, determined in consultation with affected landholders, considering factors such as land parcel size, the effect of the alignment on the property, land use and the property's operability following construction. Where part severance of land occurs and the landholders wishes to retain ownership, ARTC will continue to work with landholders to maintain access to their property and mitigate impacts on operation e.g. adding a culvert to facilitate movement of cattle. ▸ If land is only required for the construction phase of the Project, where possible, this land will be leased from landholders who will receive a financial benefit. ▸ Land resumption processes in QLD are undertaken under the *Acquisition of Land Act 1967*, which sets out the process for acquisition and the assessment of compensation. Landholders will be entitled to claim compensation for the acquisition of an interest in land in accordance with the Act.
	Community cohesion may be reduced through displacement of residents, physical severance between properties, disruption to the road network and potentially, community conflict	▸ Community cohesion is considered Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS. ▸ The Project was assessed as potentially impacting on community and stakeholder values to varying degrees and in varying locations, bringing changes to amenity and lifestyle, sense of community and place, and potentially, to community cohesion. ▸ ARTC's community engagement and social investment programs address amenity, lifestyle, cohesion and other quality of life concerns. ARTC's investments in local communities focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits such as access to jobs and training are shared. This would help potentially affected communities to adapt to Project-related changes and build their resilience to change.
	Property acquisition causing stress and anxiety, and disruption to family circumstances and community networks	▸ ARTC is meeting with all directly affected landholders and tenants who would need to relocate as the result of the Project's land acquisitions, to identify their specific needs and concerns, and refer them to services that can support them in the relocation process. Engagement with landholders in the EIS Investigation Corridor is being undertaken to hear and address property owner's concerns and to understand the proposed alignment's effects, including access interruptions, changes to visual amenity, potential noise impacts, and actions required to mitigate impacts, such as changes to internal access roads, water infrastructure such as dams and bores and fencing.

Theme	Issue and Opportunities	EIS Response
Land use and tenure (continued)	Property acquisition causing stress and anxiety, and disruption to family circumstances and community networks (continued)	▸ ARTC has established a partnership with the Darling Downs and West Moreton Primary Health Network (PHN) and the Brisbane South PHN to support mental health services in the Project region and address additional demand resulting from Inland Rail. In addition, ARTC will provide funding for community organisations to provide community and individual support services to support people with their relocation and adjustment to new circumstances. ▸ Refer Chapter 8: Land Use and Tenure, Chapter 16: Social and Appendix R: Social Impact Assessment Technical Report for further detail.
	Impact on property values	▸ ARTC's community engagement and social investment programs will pay careful attention to communicating with residents to identify amenity, lifestyle, cohesion and other quality-of-life concerns, and to work with them to address these concerns. ARTC's investments in local communities focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits, such as access to jobs and training, are shared. This would help potentially affected communities adapt to Project-related changes and build their resilience to change. ▸ Landholders' concerns about the Project's potential to change property values are acknowledged; however, assessment of the likelihood and magnitude of change is not possible given the individual circumstances of properties, other market drivers, the variability of Project impacts, and payment of compensation where there is a land requirement for the Project. As such, the likelihood and quantum of the Project's impacts on property values cannot be conclusively assessed; however, some residents near the EIS Investigation Corridor will experience stress and anxiety as a result of the Project. ▸ ARTC will continue to provide clear information about environmental management and approval conditions, which over time, may increase investor/buyer comfort. ▸ Refer Chapter 16: Social and Appendix R: Social Impact Assessment Technical Report of the EIS for further detail.

Noise and vibration	Noise impacts that may affect residential amenity for extended periods during construction	▸ Chapter 15: Noise and Vibration, Chapter 16: Social, Appendix P: Non-operational Noise and Vibration Technical Report and Appendix R: Social Impact Assessment Technical Report of the EIS address this matter.
		▸ ARTC's community engagement and social investment programs will identify amenity, lifestyle, cohesion and other quality of life concerns, and work with residents to address these concerns. ARTC's investments in local communities will focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits from the Project are shared (such as access to jobs and training). This investment will help potentially affected communities to adapt to Project-related changes and build their resilience to change.
		▸ The Project will consult with all residents adjacent to and within 250 m of Project works, before and during construction to:
		  ▸ Identify any specific household concerns (e.g. the presence of children or seniors)
		  ▸ Provide advance warning of the construction schedule and sequence (e.g. how long specific activities will take), and any disruptions to access or services
		  ▸ Describe the nature and causes of noise and vibrations
		  ▸ Advise on how long construction work will be heard or seen for each property
		  ▸ Provide 24-hour contact details for construction managers.
		▸ ARTC will continue to consult with adjacent property owners to identify sensitivities and potential mitigations for consideration in the CEMP.

Theme	Issue and Opportunities	EIS Response
Noise and vibration (continued)	Impacts to properties near the Project may be impacted by rail freight noise, vibration or changes to scenic character during operation	▸ Chapter 15: Noise and Vibration, Chapter 16: Social, Appendix P: Non-operational Noise and Vibration Technical Report, Appendix Q: Operational Railway Noise and Vibration Technical Report and Appendix R: Social Impact Assessment Technical Report of the EIS address this matter. ▸ During operations, noise would result from locomotives and from the track, while in some areas train horns would also be used. Where the train track is on an embankment or a bridge, noise may carry longer distances. ▸ Vibration impacts from railway operations are not expected to occur further than 25 m from the outer rail line, which is typically within the rail corridor. The ground-borne noise assessment criteria from surface railway operations may be triggered where receptors are within 50 m of the outer rail line. At this distance the noise environment is expected to be dominated by airborne noise, which would mask the ground-borne noise content. ▸ ARTC's community engagement and social investment programs will identify amenity, lifestyle, cohesion and other quality of life concerns, and work with residents to address these concerns. ARTC's investments in local communities will focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits from the Project are shared (such as access to jobs and training). This investment will help potentially affected communities to adapt to Project-related changes and build their resilience to change. ▸ ARTC will engage with people whose properties may experience noise impacts, to ensure the potential impact on amenity is clearly explained, and where relevant, to obtain residents' inputs to the development of property-specific mitigation strategies.
	Potential for noise impacts on schools	▸ Consultation with representatives from the Rosewood State Primary and High Schools was undertaken as Lanefield Road and Rosewood Laidley Road have been identified as potential construction traffic routes in this EIS. ARTC will continue to consult with these schools prior to construction to ensure traffic impacts can be appropriately managed in the vicinity of the schools, and for students travelling to and from school.
Landscape and visual amenity	The amenity of properties near the Project may be impacted by changes to scenic character	▸ Technical findings from the landscape and visual impact assessment are presented in Chapter 10: Landscape and Visual Amenity and Appendix I: Landscape and Visual Technical Report of the EIS. ▸ The key landscape and visual impacts of the Project relate to the removal of vegetation, the raising of embankments and creation of new rail bridges. ▸ There are few visual receptors with the landscape comprising isolated farmsteads on large private farms. However, there are some settlements within the potential viewshed of the Project including Calvert, Peak Crossing and Harrisville. ▸ To better communicate the potential landscape and visual amenity impacts, before and after visualisations of the Project were developed for multiple locations to illustrate the potential impact of the operational rail line on views. These visualisations were included in a Project newsletter sent to 4,500 landholders, and included on posters used during community drop-in sessions, were presented and discussed at CCC meetings, and are included in the EIS.
Social	Community cohesion may be reduced through displacement of residents, physical severance between properties, disruption to the road network and potentially, community conflict	▸ Community cohesion is considered in Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS. ▸ The Project was assessed as potentially impacting on community and stakeholder values to varying degrees and in varying locations, bringing changes to amenity and lifestyle, sense of community and place, and potentially, to community cohesion. ▸ ARTC's community engagement and social investment programs address amenity, lifestyle, cohesion and other quality of life concerns. ARTC's investments in local communities focus on programs and services to strengthen local social networks and cohesion and ensure the potential benefits such as access to jobs and training are shared. This would help potentially affected communities to adapt to Project-related changes and build their resilience to change.

Theme	Issue and Opportunities	EIS Response
Traffic, transport and access	Construction works, road re-alignments and closures, and delays at level crossings are likely to disrupt traffic on roads directly impacted by the Project	▸ Some disruption to traffic can be expected during construction as equipment, materials and people are transported along the EIS Investigation Corridor. There will also be an increase in heavy and light vehicle movements on local roads associated with construction. ▸ Assessment of traffic impacts indicates that certain sections will generate construction related traffic volumes in excess of 10 per cent of the background traffic during the construction phase, and the Project may potentially cause a minor change in levels of service (LOS) for some road sections during each year of construction, requiring traffic and road use management strategies and mitigation measures. ▸ Some local roads may be degraded due to construction traffic, which will be monitored and remediated in line the Project's agreements with local governments. ▸ Consultation with the Department of Education, local schools and school bus operators will identify and mitigate any areas of concern about school bus routes as part of the traffic management plan. ▸ Refer Chapter 19: Traffic, Transport and Access and Appendix U: Traffic and Transport Impact Assessment Technical Report of the EIS.
	Disruptions to traffic, including potential to delay emergency vehicles during operation as a result of level crossing location and design, and access to businesses	▸ The operational performance of public level crossings in the traffic, transport and access study area was assessed to provide an understanding of the impacts on performance during operation stages. The analysis indicated that acceptable levels of service will be maintained, with minimal impact to vehicle queueing and delays. ▸ During construction and operations, response times for emergency services may be impacted if they encounter significant roadworks or passing trains at level crossings. ARTC will work with emergency services to develop protocols and joint working arrangements to address potential impacts on emergency services and service response times during construction and operation and ensure that access is retained as required. ▸ Refer Chapter 19: Traffic, Transport and Access and Appendix U: Traffic and Transport Impact Assessment Technical Report of the EIS.

Social	Additional demands on local health, police and emergency services associated with the construction phase	▸ Increased demand on health, police and emergency services is considered in Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS. It notes:
		  ▸ The workforce of up to 620 personnel during construction may generate an increase in demand for health and ambulance services. For the most part, this would involve minor injuries and illness attended to by local GPs and health services, and that most of workers' healthcare needs would be taken care of by their local doctors or allied health service providers. Personnel requiring emergency treatment would be sent to the Ipswich Hospital or the Beaudesert Hospital.
		  ▸ Consultation is required before the construction phase to ensure QLD health services are aware of the construction program and workforce ramp-up to enable planning for any minor upgrades to services that may be required. Employment of paramedic staff at major work sites (such as laydown areas and bridge construction sites) will also reduce minor demands on local services.
		▸ Measures to reduce the impacts of Project construction on emergency services include:
		  ▸ Early advice to providers about pre-construction works, the construction schedule, the number and nature of vehicles and plant to be used, construction hours and construction personnel numbers
		  ▸ A forward schedule for Project activities requiring oversized-vehicle escorts to police in all emergency services bases
		  ▸ Early engagement with police and emergency services to develop co-operative mechanisms and protocols for emergency responses
		  ▸ Regular co-operation with police and emergency services providers to plan for the operational phase.

Theme	Issue and Opportunities	EIS Response
Social (continued)	Impact on farming properties and agricultural businesses, including highway access, impacts on farm infrastructure and bores, stock and equipment movements and the viability of small farming lots	▸ Consultation has identified noise and impacts to agricultural activities as key issues. ▸ ARTC has undertaken noise monitoring across the proposed alignment to identify sensitive receptors, as documented in Chapter 15: Noise and Vibration. ▸ ARTC will continue to work with agricultural businesses as the project progresses into detailed design to develop appropriate mitigation to achieve Project noise goals and achieve the environmental outcomes defined in Chapter 23: Draft Outline Environmental Management Plan.

	Impact on tourism businesses, tourist travel and scenic amenity	▸ The Ipswich and Scenic Rim LGA Councils and communities have a strong focus on tourism development including nature-based/ecotourism, food/wine trails, adventure experiences and farm visits and stays.
		▸ Stakeholders' concerns about potential Project impacts included:
		  ▸ Potential to affect event participation at the Ipswich Motorsport Precinct with flow-on effects to other businesses
		  ▸ Potential for Project-related workforce accommodation requirements to displace tourists
		  ▸ Effects on the amenity of tourism properties near the disturbance footprint
		  ▸ Loss of scenic amenity through impacts on views, including the visual effects of the embankment and bridge over Mt Flinders Road
		  ▸ Potential diminished value of tourism properties due to any impacts on amenity or visitation.
		▸ While the Motorsport Precinct itself hosts noisy activities, there is potential for users of facilities within the Motorsport Precinct to experience construction noise from works within the EIS investigation corridor as intrusive. This will be temporary as construction works move along the corridor, and dependent on the nature of works; however, construction of grade-separation structures over the Cunningham Highway (to the Precinct's immediate south-east) would take a longer period. Noise from Project construction, particularly noisy works such as piling or earthworks, could affect event patrons' enjoyment of events or, if they are deterred by noise, numbers of visitors. There is also potential for works for the Cunningham Highway grade separation to disrupt traffic accessing the Precinct, and Champions Way, which borders the Precinct to the north may be used as a route for construction traffic This could affect ease of access to the Precinct and, if not managed, could deter visitation. During the detailed design phase, ARTC will consult with ICC (and if advised by ICC, key stakeholders such as lessees in the Precinct and major event managers) to forecast the Precinct's event schedule during the construction phase, and identify the potential for construction activities (such as noisy works or temporary road closures) to affect activities and events within the precinct.

	Impact on tourism businesses, tourist travel and scenic amenity	▸ EIS Appendix P: Non-operational Noise and Vibration Technical Report identified the potential for construction noise to affect the Ivory's Rock Conventions and Events and the Flinders Peak Winery. Property-specific mitigation measures may be required during construction to ensure that amenity impacts do not result in a decline in use of the accommodation, which could lead to effects on the viability of affected businesses. Construction noise is not expected to affect the Ironbark Winery. ▸ Operational noise is assessed in Chapter 15: Noise and Vibration and Appendix Q: Operational Railway Noise and Vibration Technical Report. While Ivory's Rock Conventions and Events was not identified as a noise sensitive receptor in this assessment, ARTC will continue to work with stakeholders during detailed design to develop appropriate mitigation if required to achieve Project noise goals and achieve the environmental outcomes defined in Chapter 23: Draft Outline Environmental Management Plan.

Theme	Issue and Opportunities	EIS Response
Social (continued)	Potential disrupted use of the Boonah to Ipswich Trail and its connectivity with the Flinders Peak Conservation Park	▸ The Boonah to Ipswich Trail will be directly impacted by the Project because it follows the trail for approximately 2.2 km along the Wild Pig Creek Road corridor, between Ch 43.0 km and Ch 45.2 km. This would disrupt use of the track by bushwalkers and mountain bikers, and potentially connections to other trails. The Project could also affect access to the Flinders Peak Conservation Park to its north. The quality of the quiet and natural outdoor experience along this section of the trail may also be reduced during both the construction and operational phases of the Project. ▸ In developing detailed design strategies, which will mitigate impacts on the Boonah to Ipswich Trail and trails in the Undullah area, ARTC will consult with the Department of Recreation Sport and Arts, Ipswich and Scenic Rim LGAs and community organisations including Bushwalkers of SEQ, Ipswich Bushwalkers, Logan and Ipswich Offroad Cyclists, Southern Downs Mountain Biking Club and Beaudesert Bushwalkers. This consultation will identify strategies to reduce disturbance to the trails' connectivity and amenity during both construction and operation and may identify compensatory actions to enhance trail connectivity or accessibility. Refer Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS.

	Opportunities for Project construction employment for residents in the local region	▸ Opportunities for employment during construction for residents in the local region is assessed in Chapter 16: Social, Chapter 17: Economics, Appendix R: Social Impact Assessment Technical Report and Appendix S: Economic Impact Assessment Technical Report of the EIS.
		▸ As the construction workforce is expected to be drawn primarily from communities within the Project region and nearby LGAs, employment benefits would extend to construction industry workers across the region. The availability of long periods of employment in Project construction is likely to be a positive opportunity for those personnel and their families.
		▸ The Project's construction phase is an important source of potential training and career pathway development for people in the Project region.
		▸ ARTC has a strong commitment to training local and Indigenous people. Training pathways and creating opportunities for the development of skilled local and Indigenous people will be achieved by working with:
		  ▸ Schools and local training providers, to provide appropriate training
		  ▸ Aboriginal community networks, to encourage applications and increase the number of Indigenous people applying for jobs
		  ▸ Key partners, to link training and development programs with other projects and local industries to provide the greatest regional benefit
		  ▸ Australian Government and the QLD State Government to provide long-term outcomes through training, mentoring and other support programs.

	Training and employment opportunities for people who are disadvantaged in the labour market, including young people and Indigenous people	▸ Opportunities for employment for people who are disadvantaged in the labour market, including young people and Indigenous people, is assessed in Chapter 16: Social, Chapter 17: Economics, Appendix R: Social Impact Assessment Technical Report and Appendix S: Economic Impact Assessment Technical Report of the EIS. ▸ The Project's construction phase will be an important source of potential training and career pathway development for young and Indigenous people in the Project region. ▸ ARTC has a strong commitment to training local and Indigenous peoples. The SIMP includes for a Workforce Management Action Plan.

Theme	Issue and Opportunities	EIS Response
Social (continued)	Training and employment opportunities for people who are disadvantaged in the labour market, including young people and Indigenous people (continued)	▸ Training pathways and creation of opportunities for the development of skilled local and Indigenous people through the Project's construction and operation will be achieved by working with: ▸ Schools and local training providers, to provide appropriate training ▸ Aboriginal community networks, to encourage applications and increase the number of Indigenous people applying for jobs ▸ Key partners, to link training and development programs with other projects and local industries to provide the greatest regional benefit ▸ Australian Government and QLD State Government to provide long-term outcomes through training, mentoring and other support programs ▸ Inland Rail has recently established of the Inland Rail Skills Academy, which provides: – Scholarship opportunities at the University of Southern Queensland (USQ) for students along the alignment – Science, Technology, Engineering and Mathematics (STEM) programs in local schools ▸ Opportunities for student placements or work experience on Inland Rail projects.
	Employment opportunities will result in positive mental health benefits for the individuals employed, particularly if unemployed or irregularly employed	▸ Employment opportunities in the Project region during the construction stage are likely to have positive mental health benefits for the individuals employed, particularly if they are exiting a period of unemployment or starting their career. These impacts would be particularly important in communities with high levels of unemployment such as Rosewood, Ebenezer and Willowbank, and for particular population groups with high unemployment rates, such as Indigenous people and young people. ▸ Employment opportunities are discussed in Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS.
	Opportunities for local and regional businesses, including Indigenous businesses, to participate in its supply chain	▸ Opportunities for employment for people who are disadvantaged in the labour market, including young people and Indigenous people, is assessed in Chapter 16: Social, Chapter 17: Economics, Appendix R: Social Impact Assessment Technical Report and Appendix S: Economic Impact Assessment Technical Report of the EIS. ▸ The Project will support regional development with opportunities to encourage, develop and grow local and Indigenous businesses through the supply of resources and materials for the construction and operation of the Project. ARTC has developed a Sustainable Procurement Policy, which will ensure that local, regional and Indigenous businesses will have opportunities to supply to the Project. Furthermore, there will be opportunities in secondary service and supply industries (such as retail, hospitality and other support services) for businesses in close proximity to the disturbance footprint. The expansion in construction activity is also likely to support additional temporary flow-on demand and additional spending by the construction workforce in the local community.
	Potential for impacts to caravan park, rents and short-term accommodation	▸ The Project may result in occasional demands for short-term accommodation (i.e. hotels, motels, short-stay units, caravans or cabins) during the construction phase. The contractor's Accommodation Management Plan (AMP) will preclude use of caravans and cabins in the Project region to avoid the potential to displace low-income households. ▸ As the majority of the construction workforce is expected to be drawn from Project region, adjacent LGAs and the greater Brisbane region, the number of personnel requiring accommodation is expected to be small, e.g. specialist crews, or small groups of engineering and project management personnel. ▸ Should a demand for short-term accommodation occur, it would most likely be experienced in Ipswich, Boonah or Beaudesert, but may also be met in the adjacent Brisbane or Logan LGAs.

Theme	Issue and Opportunities	EIS Response
Social (continued)	Potential for impacts to caravan park, rents and short-term accommodation (continued)	▸ As part of developing the AMP, the contractor will need to consult with the Scenic Rim Tourism Association and the Ipswich Tourism Operators Network to identify baseline accommodation occupancy at the time construction is planned to commence, including periods of high tourism occupancy related to community events or seasonal changes. This will enable monitoring and if necessary, management of any workforce use of tourism accommodation, to avoid displacement of tourists and events visitors.
	Concerns for mental health and anxiety that the Project has generated	▸ The Project is likely to have both positive and negative effects on community mental health. Key issues raised include property acquisition and uncertainty compounding the impacts on landholders affected by recent drought. Noise and vibration associated with construction is also identified as a contributing factor to stress and anxiety for residents near construction sites. ▸ ARTC has developed Mental Health Partnerships with local health providers and support to Beyond Blue's New Access program. Further details are provided in Appendix R: Social Impact Assessment. ▸ Employment opportunities during construction have the potential to contribute to positive mental health benefits for some community members, as discussed in Appendix R: Social Impact Assessment.
	Potential for dust or emissions to impact air quality, tank water and health	▸ Residents living near the disturbance footprint are concerned about the potential for increased dust as the result of construction works and/or Project vehicles travelling on unsealed roads. Residents have raised concerns about the potential impact of dust settling on roofs, outdoor areas, solar panels and in water tanks during construction. ▸ As noted in EIS Appendix L: Air Quality Technical Report, dust has the potential for nuisance impacts if not correctly managed; however, no potential health impacts were predicted.
Land use and tenure	Development of the Ebenezer Regional Industrial Area and subsequent increase in employment	▸ The Project will facilitate access to proposed logistics hubs in Ebenezer. The *SEQ Regional Plan 2009–2031* identifies Ebenezer as a 'Regional Development Area' and a 'Regionally Significant Employment Area'. The Project will traverse the Regional Industrial Area (RIA), which will be an industrial area of regional, State and national significance, connected to Brisbane, Sydney and Melbourne via Inland Rail. ▸ The location of the Ebenezer RIA reinforces its potential as a significant contributor to the local, regional and State economies, offering accommodation for diverse industry types including 'large footprint (land extensive) industrial uses removed from sensitive uses'. The RIA will also accommodate commercial, retail, administration and community uses, and a Major Neighbourhood Centre for the surrounding population and workforce, enhancing the attractiveness of the area and a focus for community interaction and gathering. As such, the Ebenezer RIA will offer diverse employment opportunities, including those facilitated by Inland Rail. ▸ Refer Chapter 8: Land Use and Tenure of the EIS.

Groundwater	Changes to groundwater quality or availability	▸ With respect to impacts on groundwater during construction, as described in Chapter 14: Groundwater:
		  ▸ There are a number of registered bores within, or near to, the groundwater study area, with potential to be damaged or become inaccessible during construction
		  ▸ The risk of changes to groundwater levels or flows as the result of embankments or dewatering of cuttings was considered low
		  ▸ Reduced groundwater levels from dewatering during construction of cuts and the tunnel has the potential to impact groundwater users (e.g. registered bores and surface water flows)
		  ▸ The assessment noted that water supply for construction is to be confirmed, and if groundwater supply forms part of the solution, then potential drawdown effects on nearby groundwater users (including registered and unregistered bores) would need to be assessed.

Theme	Issue and Opportunities	EIS Response

Groundwater (continued)	Changes to groundwater quality or availability (continued)	▸ With respect to operation, the assessment found that:
		  ▸ The potential exists for registered bores located within, or near the disturbance footprint to become inaccessible due to rail corridor restrictions after construction
		  ▸ Lowered groundwater levels due to long term seepage into cuts and the Teviot Range tunnel through the Teviot Range has the potential to impact groundwater users, with further assessment and possible mitigation measures required as part of final design considerations.
		▸ The Project will work with all potentially affected landholders to identify and implement mitigation measures for any impacts on their access to groundwater.

Flooding	Concerns about exacerbation of flooding	▸ The Project has undertaken comprehensive consultation with stakeholders as part of developing and calibrating the flooding model and identifying potential impacts on properties and dwellings. ARTC has also held multiple hydrology workshops with landholders and community members to discuss the hydrology and flood investigation including confirming existing flood conditions and reviewing potential changes in flood conditions. ▸ The potential for the Project to change flood behaviour has been assessed in EIS Chapter 13: Surface Water and Hydrology, which considers potential impacts including changes in peak water levels and associated areas of inundation, changes to flood-flow patterns, increased velocities leading to localised scour and erosion, changes to the duration of inundation, and the increased depth of water affecting trafficability of roads and tracks. The assessment included determining potential changes to flood behavior, which could result in changes to flooding patterns for the 1% Annual Exceedance Probability (AEP) peak water levels (floods with a probability of 1% in any one year).
Flora and fauna	Potential to impact on koala habitat, impacting koala health and tourism	▸ Community members have raised concerns regarding the Project's effects on the connectivity of wildlife habitats, with particular concern about koala habitats in relation to the safety of the animals and koalas as part of the area's natural tourism values. Approximately five directly affected landholders have advised they have koalas on their property, and the Ipswich Koala Protection Society has participated in ARTC consultation workshops. Landholders and the Ipswich Koala Protection Society are concerned about around what would happen to the koalas when construction starts and about the health and future of koalas in the region. ▸ EIS Appendix J: Terrestrial and Aquatic Ecology Technical Report notes that areas of mature eucalypt open forest and woodland within the EIS investigation corridor may provide suitable habitat for koala. The EIS recommends biodiversity offsets and other management strategies to mitigate impacts on koala habitat, finding that the significance of residual impacts on koala habitat would be low following implementation of these measures. A fauna fencing strategy is also being developed as part of the Project design (refer EIS Chapter 6: Project Description). ▸ The Project includes five fauna crossings for locations where bridge crossings will be constructed over waterways. A dedicated fauna corridor crossing will also be constructed as a canopy bridge and will require koala fencing to funnel fauna including koalas towards the crossing. Further information about potential impacts on flora and fauna is provided in EIS Appendix J: Terrestrial and Aquatic Ecology Technical Report.

6.9 Additional EIS consultation

Table 37 outlines additional information gathered from consultation with a range of stakeholders, which has informed the assessment and mitigations documented in the EIS.

TABLE 37: OTHER CONSULTATION OUTCOMES

Theme	Issue and Opportunities	EIS Response
Queensland Outdoor Recreation Federation		
Social	There is potential for disrupted use of the Boonah to Ipswich Trail and its connectivity with the Flinders Peak Conservation Park	The Boonah to Ipswich Trail will be directly impacted by the Project because it follows the trail for approximately 2.2 km along the Wild Pig Creek Road corridor, between Ch 43.0 km and Ch 45.2 km. This would disrupt use of the track by bushwalkers and mountain bikers, and potentially connections to other trails. The Project could also affect access to the Flinders Peak Conservation Park to its north. The quality of the quiet and natural outdoor experience along this section of the trail may also be reduced during both the construction and operational phases of the Project. In developing detailed design strategies, which will mitigate impacts on the Boonah to Ipswich Trail and trails in the Undullah area, ARTC will consult with the Department of Recreation Sport and Arts, Ipswich and Scenic Rim LGAs and community organisations including Bushwalkers of SEQ, Ipswich Bushwalkers, Logan and Ipswich Offroad Cyclists, Southern Downs Mountain Biking Club and Beaudesert Bushwalkers. This consultation will identify strategies to reduce disturbance to the trails' connectivity and amenity during both construction and operation and may identify compensatory actions to enhance trail connectivity or accessibility. Refer Chapter 16: Social of the EIS and Appendix R: Social Impact Assessment Technical Report of the EIS.
Utility owners / operators		
Land use and tenure	Potential impacts on existing and planned utilities	Utility owners have different requirements and drivers for impacted assets. It is common for impacted assets owned by the same utility owner to have varying requirements depending on the characteristics and criticality of each asset to the owner. ARTC held multiple discussions and workshops to discuss resolution strategies Program-wide. These discussions included proposed resolutions and new connections process (if applicable). Existing access to easements and the impact from the Project's design have been discussed. Procedures will be developed and implemented to minimise service interruptions. Affected businesses and residences will be notified in advance of any planned interruptions. The acquisition of land will be undertaken in consultation with interest holders and in accordance with the *Acquisition of Land Act 1967* compulsory acquisition process. Partial- or full-parcel acquisition of a property or acquisitions for easements and licences will be determined on a case-by-case basis and will consider factors such as parcel size, alignment effect, land use and operability following construction. ARTC may also acquire land by negotiation ahead or in parallel with the compulsory acquisition process. These acquisitions will be voluntary, private-treaty transactions between ARTC and the landholder.

Theme	Issue and Opportunities	EIS Response
Gas/ petroleum pipeline asset owners		
Land use and tenure **Hazard and risk**	Potential impacts on existing pipelines	The Project design adopted a risk-based approach to assessment of utilities and pipelines, with consideration of the asset location, project design at the clash location (cut or fill), time, cost and operational requirements with regards to access. ARTC have met with Santos in relation to pipeline assets in the Project area. This has resulted in the definition of the approach to management and associated treatment of clashes identified in design, and agreed proposed treatments, risks, and processes to be applied in future design and when encroaching into their easements and when generally working around their pipeline.
Holders of resource tenure		
Land use and tenure	Potential impact on planned ATPs in the Project area	The Project traverses two Authority to Prospect (ATP) permits, in the name of BNG Resources, which is held by Arrow Energy. ARTC consulted Arrow Energy to confirm the assessment documented in Chapter 8: Land Use and Tenure. ARTC will continue to consult with Arrow Energy as the Project progresses.
QFES		
Traffic, transport and access	Access to Teviot Range Tunnel in the case of emergency	The railway tunnel in the Teviot Range has been designed considering risk associated with emergency situations/incidents (i.e. wildlife in the Teviot Range Tunnel, tunnel subsidence, inundation of the tracks and structural failure may trap trains and railway personnel inside the tunnel). The design of the tunnel: ▸ Incorporates fire and life-safety mitigation measures, to ensure appropriate facilities. These mitigation measures include limiting the amount of combustible materials used in construction, providing fire detection systems, preventing derailed trains from entering the tunnel, and preventing trains that are on fire from stopping in the tunnel. The fire and life-safety controls for the tunnel will include detailed design fire resistance level (load bearing elements to achieve 120-minute structural adequacy when exposed to the Rijkswaterstaat temperature time curve, while non-load bearing elements are to achieve Fire Resistance Level of -/120/120, safety equipment and devices, such as emergency phones, emergency exits, emergency lighting, fire doors, hydrants and extinguishers. ▸ Based on geotechnical assessment and detailed ground modelling, parameters such as space proofing, cross section, structure, design life and tunnel linings will meet the requirement of Australian Standards. ▸ Ensures emergency access is managed through a Project Access Strategy. Access for emergency vehicles during construction will be discussed with services providers in developing the strategy. If construction phase emergency access is affected, the rail maintenance access road may be used by emergency vehicles. Multiple access points into and out of the rail corridor will be provided. This access will consider access for three pumpers, one rescue/incident control appliance, one urban rescue tender and one urban hazmat medium in the event of a major train tunnel incident.

Theme	Issue and Opportunities	EIS Response
Seqwater		
Project description—construction water	Access to water for construction, capacities, transport of water.	Seqwater has been consulted to understand their water storage capacities, discuss the Project construction water estimates, and understand water access and transportation considerations. Initial consultation with Seqwater has identified the potential water supply options discussed in Chapter 6: Project Description and Chapter 13: Surface Water and Hydrology may be available for Project use; however, discussions with Seqwater will be ongoing as the Project progresses. The outcome of these discussions may also determine the need to implement other construction water supply options in the hierarchy, as commercial considerations such as transport costs, variable water access costs depending on the source, land access, climatic conditions and other water users requirements.
Rosewood State School and Rosewood State High School		
Traffic, transport and access, noise and vibration	Construction truck movements	Consultation with representatives from the Rosewood State Primary School and Rosewood State High School was undertaken as Lanefield Road and Rosewood Laidley Road have been identified as potential construction traffic routes in the EIS. ARTC will continue to consult with these schools prior to construction to ensure traffic impacts can be appropriately managed in the vicinity of the schools, and for students travelling to and from school.
Queensland Police Service		
Project design, hazard and risk, transport, traffic and access	Access to the fenced alignment and changes to road–rail interfaces	Consultation with the Queensland Police Services identified rail corridor access and road network changes as key considerations. Consideration has been given to the closure of roads and providing alternate access as well as potential impacts to emergency services. This is documented in Chapter 19: Traffic, Transport and Access. Further engagement with Queensland Police will be required during detailed design regarding fencing and access to the rail alignment and construction and operational traffic management.
Landfill and waste operators and proponents		
Waste and resource management	Confirmation of spoil receiving options and status of proposed waste and recycling sites	ARTC have engaged with landfill and waste operators to review and confirm the feasibility of the proposed spoil receiving sites described in Chapter 21: Waste and Resource Management and Appendix V: Spoil Management Strategy. This consultation has identified that there are numerous options, sufficient to accept the spoil volumes identified in this EIS to be evaluated in future construction planning.

7. Future consultation with stakeholders

7.1 During public display of the EIS

After the draft EIS has been accepted by the Coordinator-General, it will be placed on public exhibition for at least 30 days, or as determined by the Coordinator-General.

The Coordinator-General will place public notice advertisements in local newspapers with details about:

- Timing of the submission period
- How to make submissions on the draft EIS.

ARTC will support this public exhibition period by undertaking the following consultation activities:

- Providing a link on ARTC's website to the Office of the Coordinator-General website where the EIS is available
- Providing information about the public submission period and submission requirements on ARTC's website
- Producing and distributing a letter to publicise the release of the draft EIS, providing information on the public submission process and how to make submissions
- Emailing key stakeholders registered on the Project's database about the draft EIS and submission period
- Conducting agency briefings, CCC meetings and community information sessions to present findings of the draft EIS.

A communication plan has been created in preparation for the EIS consultation with the community and stakeholders. To effectively communicate the findings of the draft EIS, and encourage community engagement, the following list of consultation mechanisms will be used:

- ARTC website—consultation locations and link to submission page
- Social media posts—submission release date
- E-newsletter to 350+ stakeholders in the Project database
- Schedule public information sessions for community feedback
- Identify venues for EIS collateral with Office of Coordinator-General
- Print and distribute the Office of Coordinator-General's 'Have your say' factsheets for public consultation.

7.2 Following public display of the EIS

Following completion of the public display period for the draft EIS, all stakeholder and community feedback will be reviewed and addressed by ARTC as directed by the Coordinator-General.

ARTC will provide updates about the progress and status of the Project through the Project website.

Consultation with the community and key stakeholders will be ongoing in the lead up to, and during, construction. The consultation activities will ensure:

- The community and stakeholders have a high level of awareness of all processes and advanced notice of activities associated with the construction phase
- Proposed mitigation and management measures identified in the EIS requiring engagement with landholders or other stakeholders is implemented appropriately
- Accurate and accessible information is made available
- A timely response is given to issues and concerns raised by the community
- Feedback from the community is encouraged
- Opportunities for input are provided
- Local business is provided with opportunities to participate in the Project.

The 1800 phone number and email address will continue during construction, with a 24-hour construction response line. Targeted consultation methods, such as letters, notifications, signage and face-to-face communications, will continue. The Inland Rail website and social media platforms will also include updates on the progress of the Project. A Community Reference Group (CRG) will be established for the duration of construction, replacing the current CCCs. Project representatives will meet regularly with the CRG with the purpose of providing timely, open advice, representation of community issues and concerns arising from the works.

7.3 Ongoing complaints management

A complaints management procedure will be implemented during construction and defined in the CEMP.

The complaints management procedure will include:

- Contact details for a 24-hour Project response line and email address for ongoing stakeholder contact throughout the construction phase
- Accurate public information signs while work is in progress
- Staging of works, developed in consultation with stakeholder groups, to minimise disruption and impacts to community activities and functions
- Management of complaints, specifically:
  - Details of all complaints received will be recorded
  - Verbal and written responses describing what action will be taken will be provided to the complainant
  - Time limits for response (unless the complainant agrees otherwise).

8. Conclusion

This report outlines the consultation process undertaken by ARTC for the Project. It addresses the ToR requirements by describing the consultation that has taken place and how the responses from community, stakeholders and agencies have been incorporated into the design, proposed mitigation and management measures and outcomes of the Project.

The consultation process has been inclusive, consulting with a broad range of stakeholder groups, including affected landholders, residents, community groups, Traditional Owners, State and local government agencies, and non-government organisations, local businesses, asset owners, resource tenure holders, and traditionally underrepresented stakeholders.

Over the course of developing the EIS, consultation activities have involved the use of a variety of tools and communication methods including face-to-face meetings, community information sessions, CCC meetings and presentations, government briefings, technical advisory groups, social media, interactive mapping and visualisations.

Communication materials supported the consultation activities, provided stakeholders with information and generated awareness. These materials helped to create a two-way flow of information between ARTC and stakeholders, creating opportunities to discuss, capture and record feedback via a centralised database.

These activities helped to highlight issues and identify potential Project impacts and benefits and was also used to develop the EIS, informing technical study methodologies, technical model validation and data collection, mitigation and environmental management measures, as well as informing future consultation processes.

9. References

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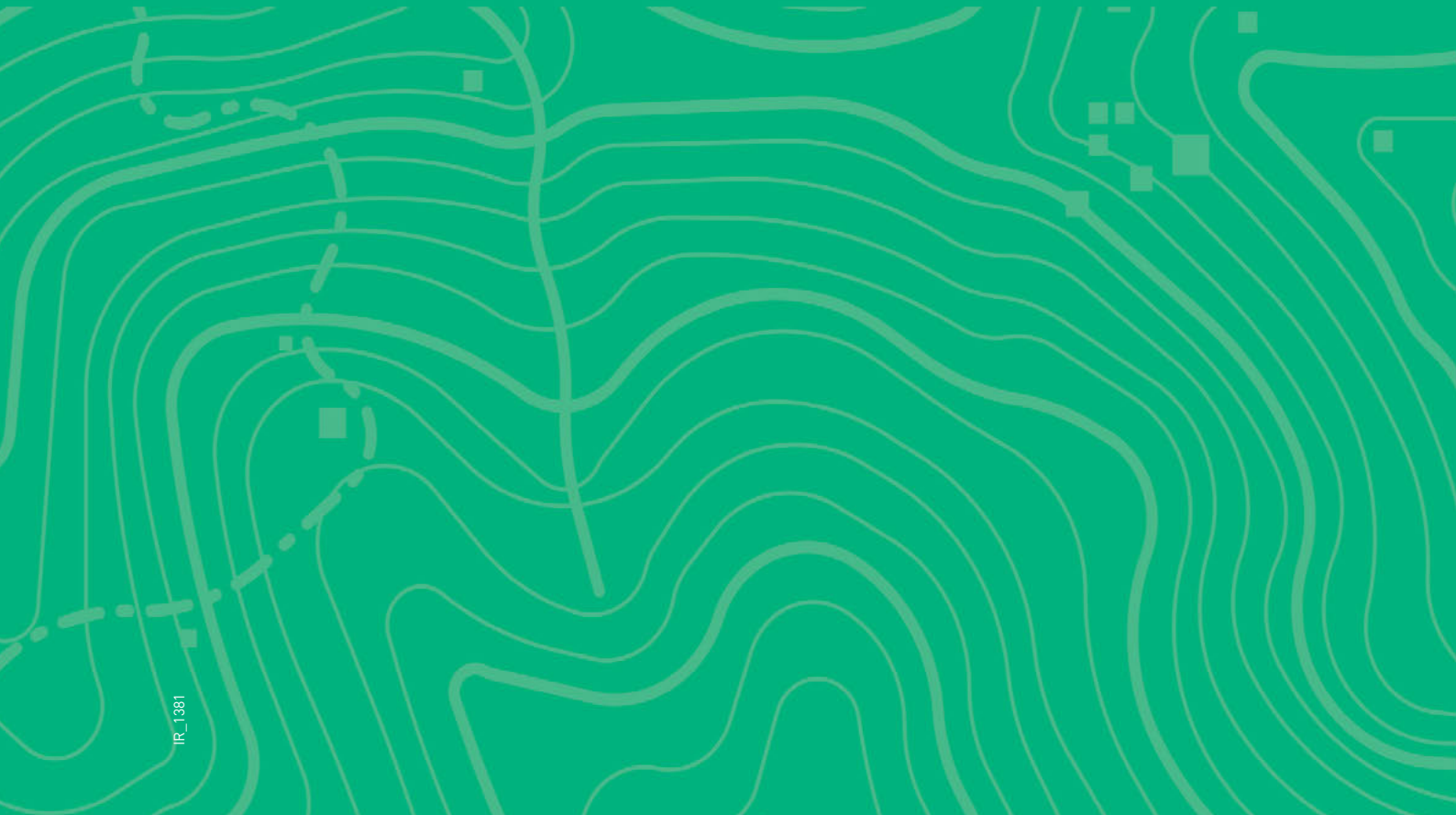
APPENDIX C

Consultation Report

Appendix A Draft Terms of Reference presentation

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



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CALVERT TO KAGARU - SEPTEMBER 2017
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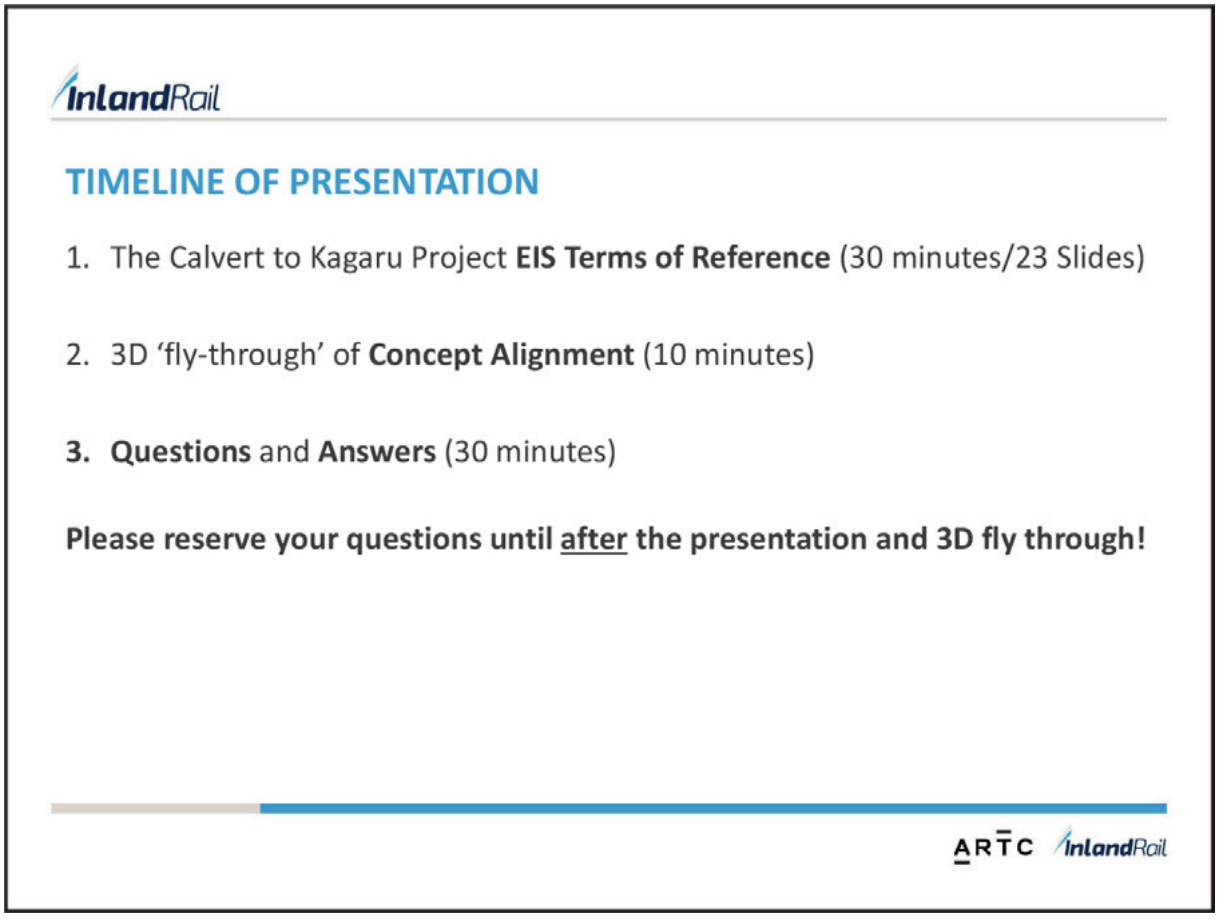
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TIMELINE OF PRESENTATION
1. The Calvert to Kagaru Project **EIS Terms of Reference** (30 minutes/23 Slides)
2. 3D 'fly-through' of **Concept Alignment** (10 minutes)
3. **Questions** and **Answers** (30 minutes)
Please reserve your questions until after the presentation and 3D fly through!
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PRESENTATION OVERVIEW - WE ARE HERE TO:

1. Explain **who ARTC is**, and **what the Inland Rail is for**
2. Provide an **update on** the **Calvert to Kagaru (C2K) Project**
3. Provide an **overview** of the Environmental Assessment and Design Process (the **Environmental Impact Statement** - EIS)
   - Environmental = Environment + Social + Economic
4. Explain the **draft Terms of Reference (ToR)** for the EIS
5. Help you **comment on the draft ToR** for the EIS
6. Show you a **3D 'Fly through'** of the **Concept** Alignment of (C2K)

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WHO IS AUSTRALIAN RAIL TRACK CORPORATION (ARTC)?

- ARTC is a **company** incorporated under the **Corporations Act** and we are held to the **same standards** as any other **Australian company**.
- ARTC is **owned by the Australian Federal Government** who is the sole shareholder of the company.
- Across five states we currently **manage and maintain an 8,500km rail network**.
- We value **rail** as a **cost efficient**, **reliable**, **safe** and **responsible** mode of freight transport.

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INLAND RAIL: LINKING QUEENSLAND TO THE NATIONAL RAIL NETWORK

- Inland Rail will form the **spine of the National Freight Network**
- Comprised of **13 separate projects** that **link existing parts of the network** to maximise investment value and minimise new impacts
- The projects involve the **enhancement** of existing network, the **rebuilding** of sub-standard network, and the **construction of new links** between existing network nodes
- Inland Rail will create a **direct** standard gauge **connection** linking Queensland with Victoria, rural NSW, South Australia and Western Australia.
- Designed to **cope with future freight** logistics demand for a **growing Australia**.
- Take **pressure of the road network** from Australia's projected **population growth.**

CALVERT TO KAGARU (C2K) PROJECT OVERVIEW

1. The C2K Project follows the **Southern Freight Rail Corridor (SFRC)** gazetted in 2010

2. An **Initial Advice Statement (IAS)** was submitted to the **Queensland Coordinator General** for the C2K Project to apply for '**coordinated project**' status

3. The Project was granted a '**coordinated project**' status. This means that the Queensland Office of the **Coordinator General will manage the Environmental Impact Statement Process**, and coordinate **State Government departments** and work with the **Federal Department of the Environment** in assessing the project

4. Over the next **18 months to 2 years**, ARTC will prepare an **Environmental Impact Statement (EIS)** with the help of specialist Environmental and Engineering Consultants

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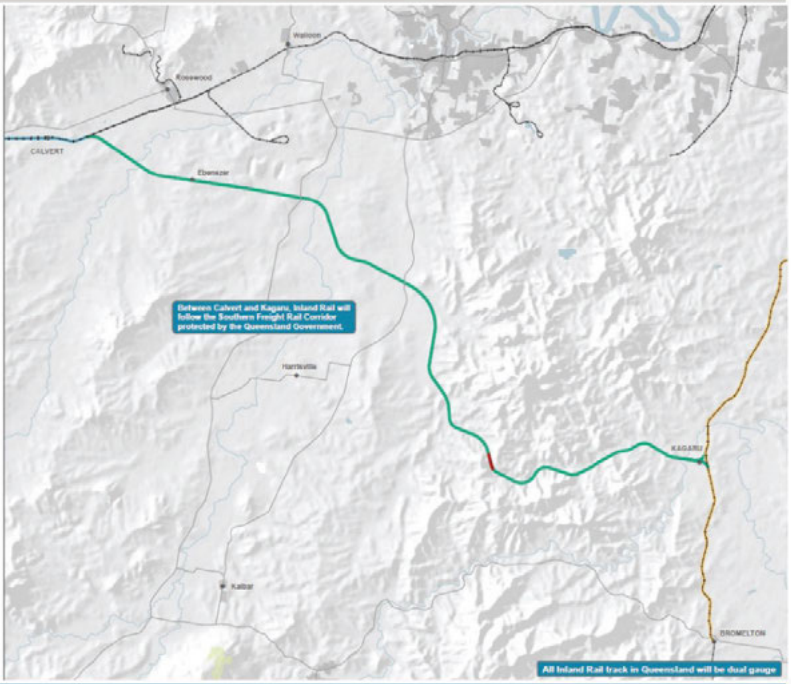
Calvert to Kagaru Project Preferred Alignment



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THE ENVIRONMENTAL ASSESSMENT & DESIGN PROCESS

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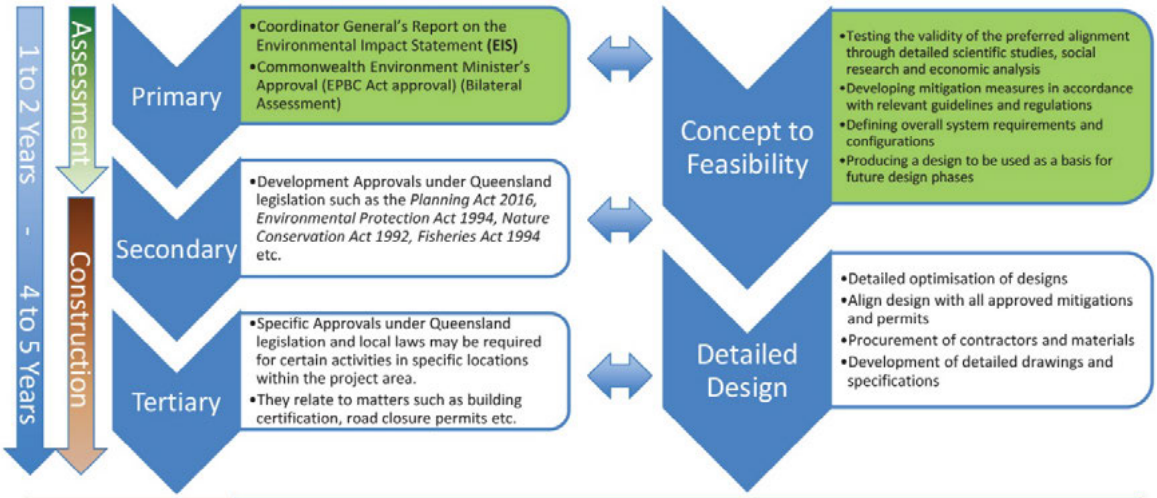
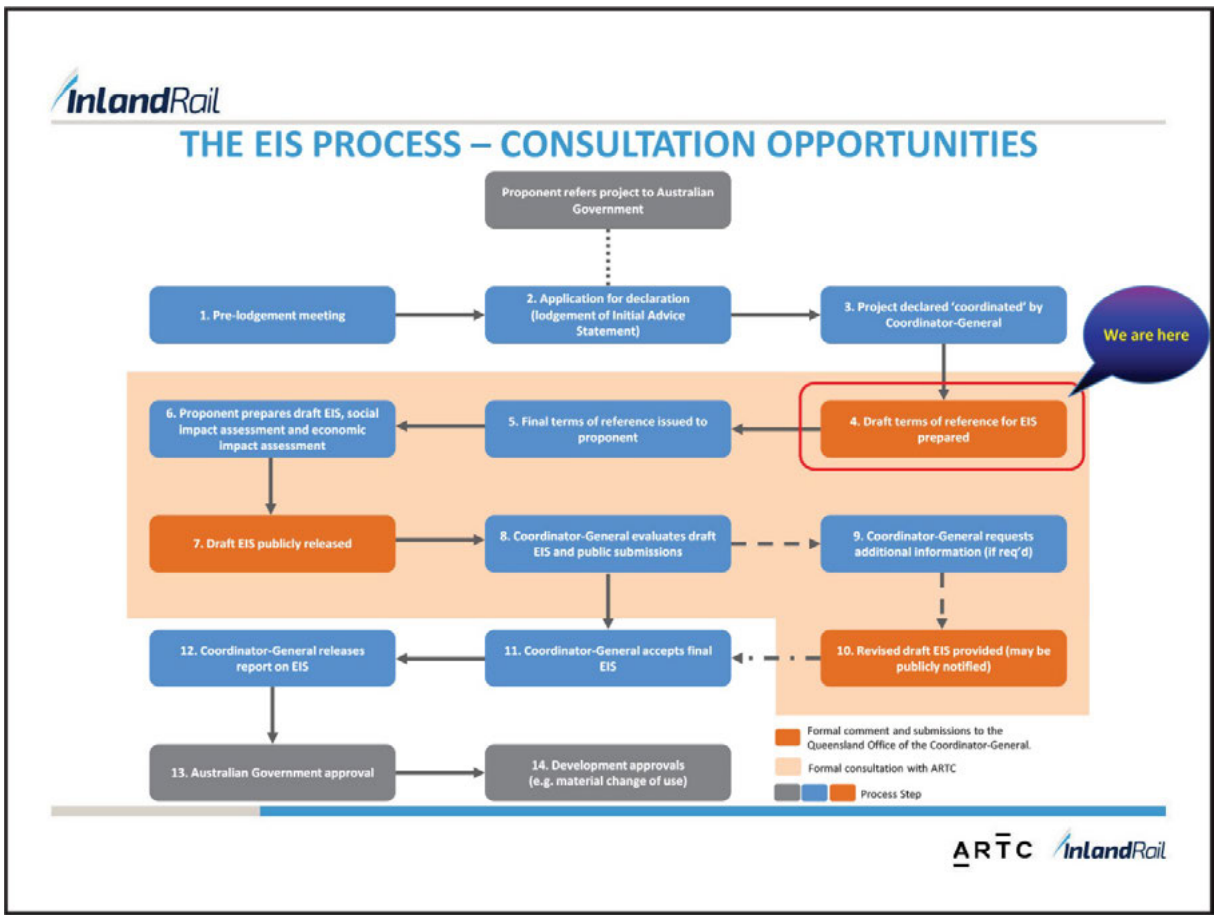
WHAT IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS)?

- The purpose of an EIS is to ***test*** **whether a project is designed in the correct way and that it is feasible in an environmental, social and economic context**
- The EIS is **underpinned** by Queensland and Commonwealth **legislation**
- An EIS must be **written to meet a Terms of Reference**
- The public can **comment** on the draft Terms of Reference **before it is finalised**
- The **draft Terms of Reference** must be **finalised** before the EIS is produced
- The EIS is produced by specialist consultants to ARTC to meet the final terms of reference.
- If the EIS is assessed as being adequate by the CG and government agencies it is published so the public can review it and make formal submissions.
- If the EIS is accepted as final by the Coordinator-General, he writes a report on the EIS which contains **conditions and recommendations to State Government Agencies** for **later project approvals**
- These conditions and recommendations become **legally binding** when attached to later project approvals
- The Coordinator-General and other government agencies will **audit** compliance with the conditions of approval

THE QUEENSLAND APPROVAL & DESIGN PROCESS

- **Design evolves** alongside the Queensland and Commonwealth Government Assessment/Approvals Process
- Design heavily influenced by what is discovered during studies undertaken to develop the EIS
- **Assessment** and **design** are closely **intertwined**
- Construction can generally begin following Secondary Approval. More detailed approvals are sought later
- We are at the **very beginning** of concept assessment!

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THE EIS PROCESS – CONSULTATION OPPORTUNITIES
Proponent refers project to Australian Government
1. Pre-lodgement meeting
2. Application for declaration (lodgement of Initial Advice Statement)
3. Project declared 'coordinated' by Coordinator-General
We are here
4. Draft terms of reference for EIS prepared
5. Final terms of reference issued to proponent
6. Proponent prepares draft EIS, social impact assessment and economic impact assessment
7. Draft EIS publicly released
8. Coordinator-General evaluates draft EIS and public submissions
9. Coordinator-General requests additional information (if req'd)
10. Revised draft EIS provided (may be publicly notified)
11. Coordinator-General accepts final EIS
12. Coordinator-General releases report on EIS
13. Australian Government approval
14. Development approvals (e.g. material change of use)
Formal comment and submissions to the Queensland Office of the Coordinator-General
Formal consultation with ARTC
Process Step
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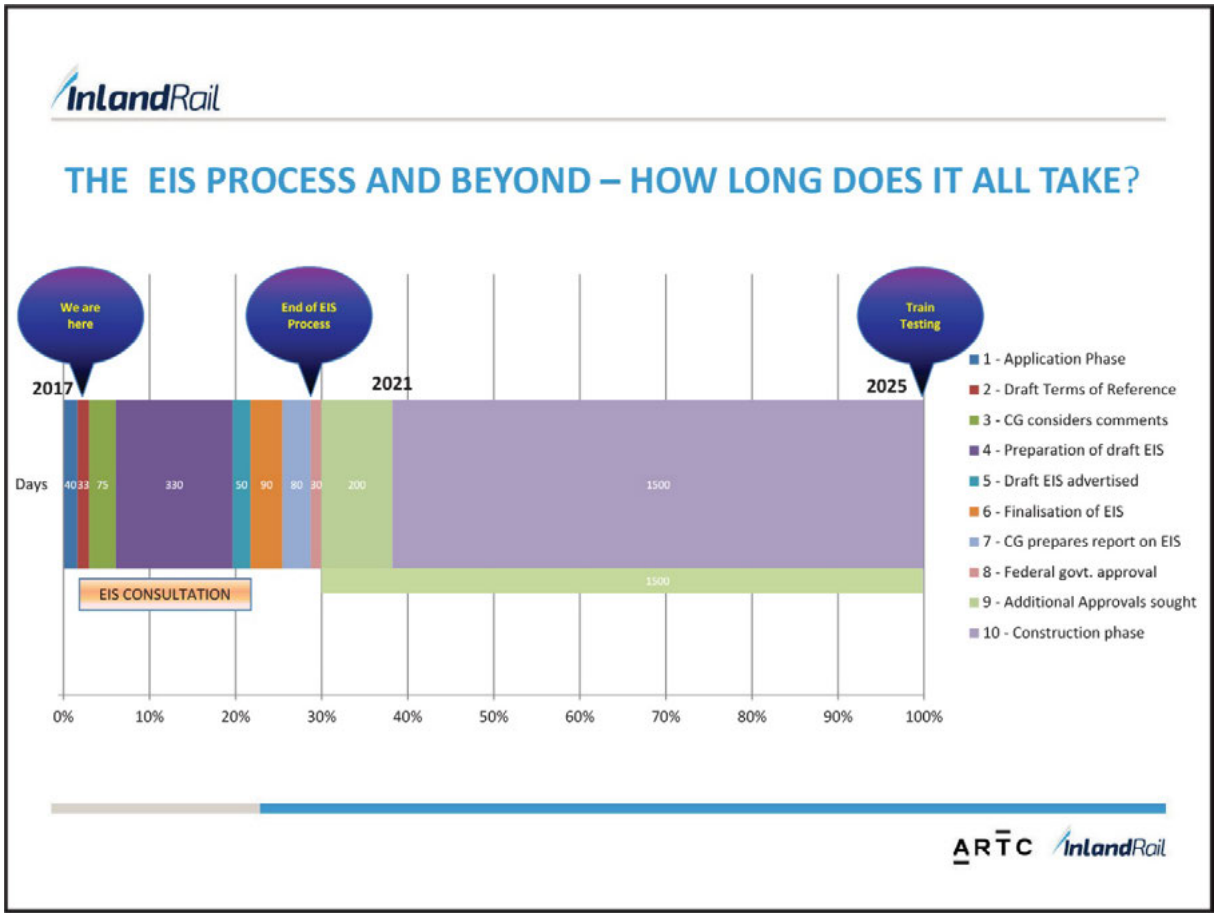
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THE EIS PROCESS AND BEYOND – HOW LONG DOES IT ALL TAKE?
We are here
End of EIS Process
Train Testing
2017
2021
2025
Days
40
33
75
330
50
90
80
30
200
1500
1500
EIS CONSULTATION
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1 - Application Phase
2 - Draft Terms of Reference
3 - CG considers comments
4 - Preparation of draft EIS
5 - Draft EIS advertised
6 - Finalisation of EIS
7 - CG prepares report on EIS
8 - Federal govt. approval
9 - Additional Approvals sought
10 - Construction phase
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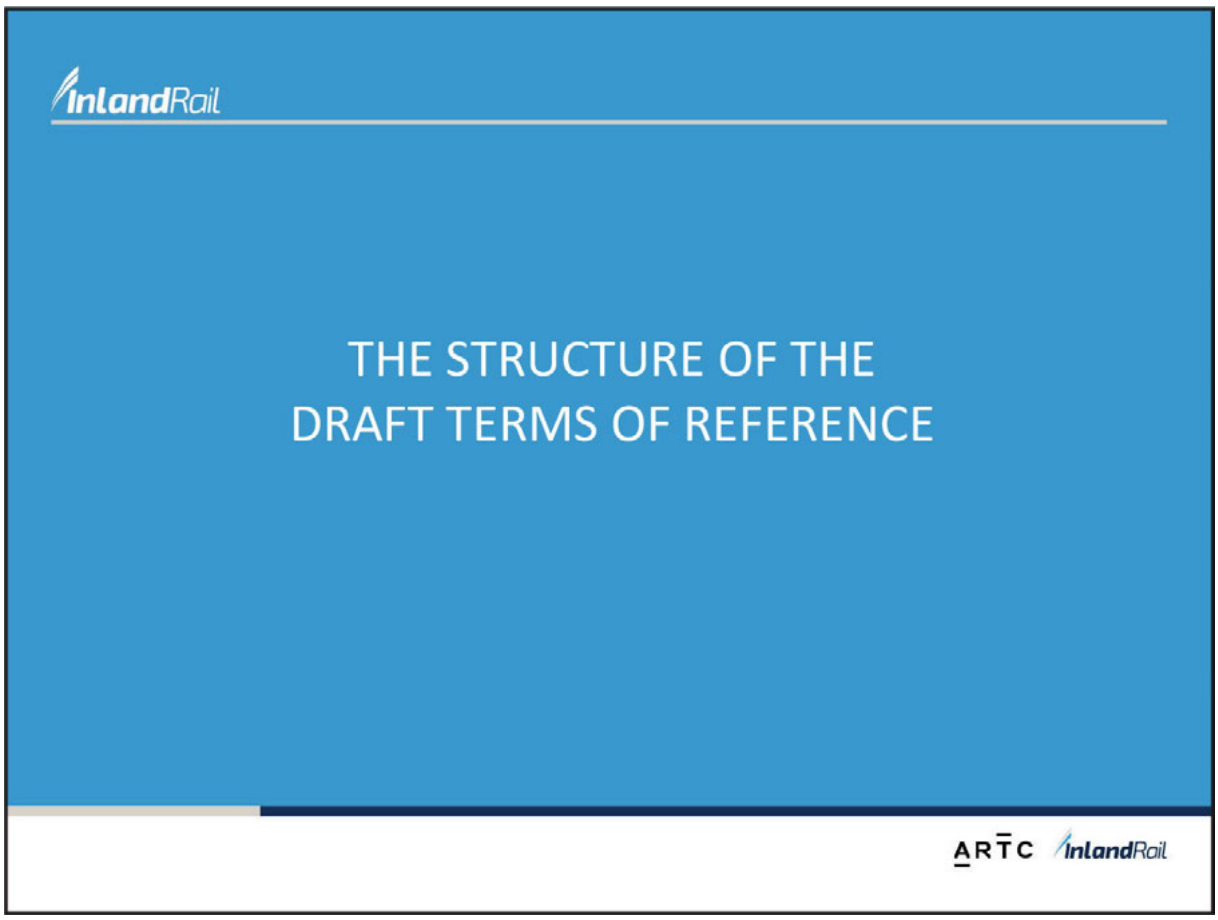
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THE STRUCTURE OF THE
DRAFT TERMS OF REFERENCE
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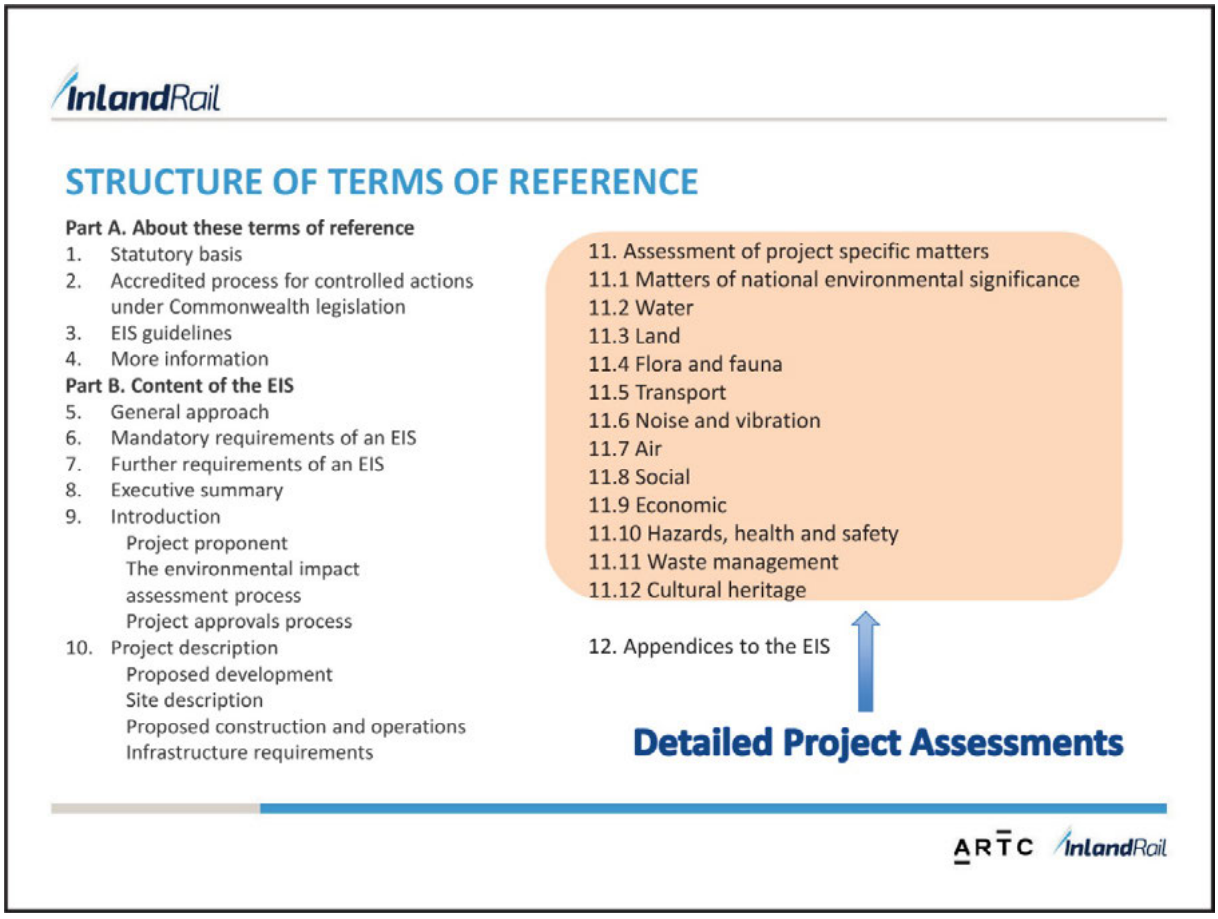
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STRUCTURE OF TERMS OF REFERENCE
Part A. About these terms of reference
1. Statutory basis
2. Accredited process for controlled actions under Commonwealth legislation
3. EIS guidelines
4. More information
Part B. Content of the EIS
5. General approach
6. Mandatory requirements of an EIS
7. Further requirements of an EIS
8. Executive summary
9. Introduction
Project proponent
The environmental impact assessment process
Project approvals process
10. Project description
Proposed development
Site description
Proposed construction and operations
Infrastructure requirements
11. Assessment of project specific matters
11.1 Matters of national environmental significance
11.2 Water
11.3 Land
11.4 Flora and fauna
11.5 Transport
11.6 Noise and vibration
11.7 Air
11.8 Social
11.9 Economic
11.10 Hazards, health and safety
11.11 Waste management
11.12 Cultural heritage
12. Appendices to the EIS
Detailed Project Assessments
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STRUCTURE OF PROJECT SPECIFIC MATTERS

Objective

A statement describing the expected outcome of the section of study

Existing environment

Can be desktop or field study which will describe the current status of the environment.

Impact assessment

Describes the key aspects to be assessed, as well as what assessments must be carried out in accordance with established scientific methods

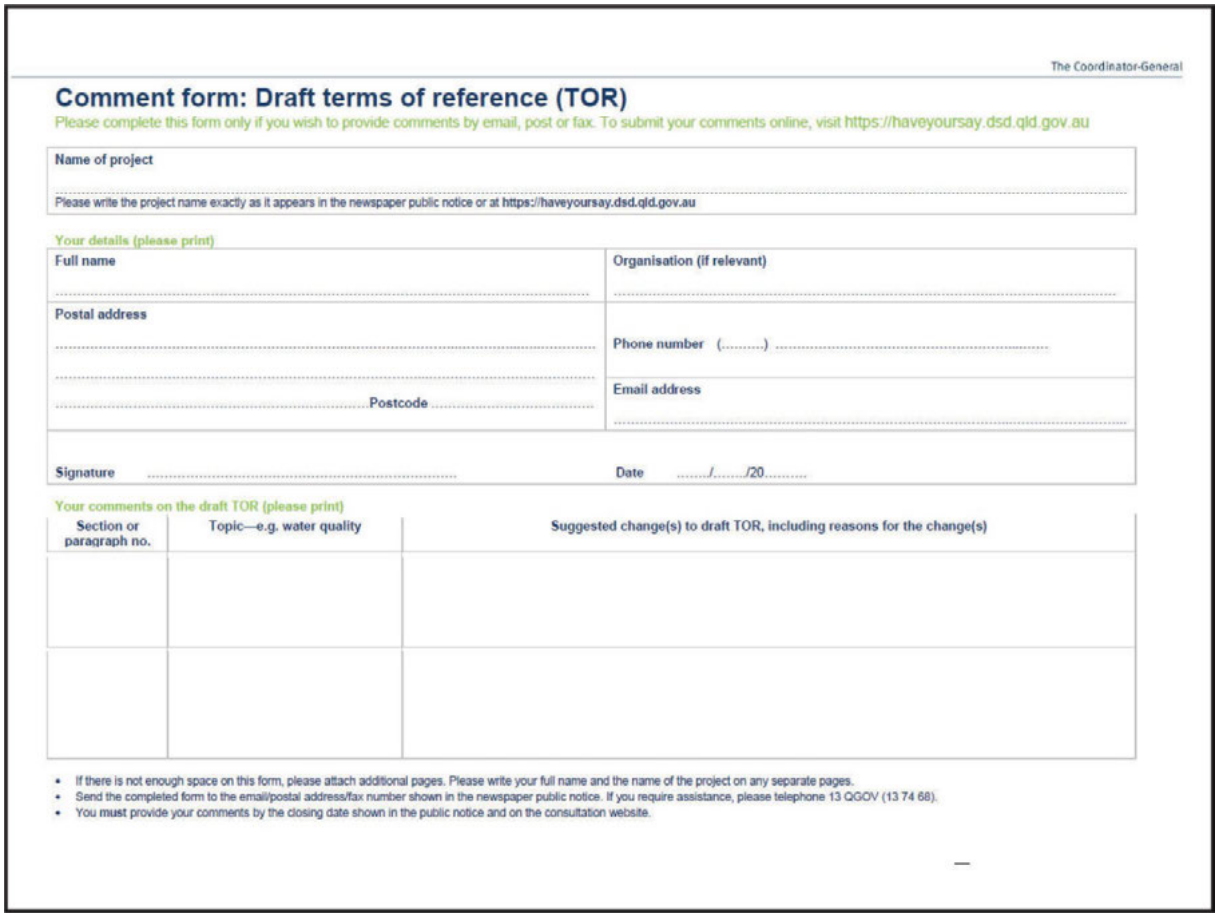
Mitigation measures

Discusses what measures are to be implemented to reduce impacts, and how the objectives would be monitored and audited

HOW TO MAKE A COMMENT ON THE DRAFT TERMS OF REFERENCE

MAKING A COMMENT ON THE DRAFT TERMS OF REFERENCE

- The Coordinator-General will **consider all comments** made on the draft Terms of Reference and will determine whether to amend the draft ToR accordingly before **publishing the final ToR**
- To make a comment please be **clear** and **succinct**. This will maximise the chance that your comment influences the final Terms of Reference. A way do to this is:
    - Provide relevant heading e.g., *11.3 Land*
    - Provide relevant subheading (if given) e.g., *Existing environment*
    - Provide relevant notation point e.g., *11.56*
    - Provide comment on what you want included, noted, amended



The Coordinator-General

Comment form: Draft terms of reference (TOR)

Please complete this form only if you wish to provide comments by email, post or fax. To submit your comments online, visit https://haveyoursay.dsd.qld.gov.au

Name of project

Please write the project name exactly as it appears in the newspaper public notice or at **https://haveyoursay.dsd.qld.gov.au**

Your details (please print)

Full name	**Organisation (if relevant)**
Postal address	**Phone number** (.....)
Postcode	**Email address**
Signature	**Date** ...../...../20.....

Your comments on the draft TOR (please print)

Section or paragraph no.	Topic—e.g. water quality	Suggested change(s) to draft TOR, including reasons for the change(s)

- If there is not enough space on this form, please attach additional pages. Please write your full name and the name of the project on any separate pages.
- Send the completed form to the email/postal address/fax number shown in the newspaper public notice. If you require assistance, please telephone 13 QGOV (13 74 68).
- You **must** provide your comments by the closing date shown in the public notice and on the consultation website.

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MAKING A COMMENT TO THE QLD COORDINATOR-GENERAL THERE ARE MANY WAYS TO DO THIS!

Send your comments using one of the following methods:

Online: https://haveyoursay.dsd.qld.gov.au/coordinatorgeneral/inlandrailc2k

Email: inlandrailc2k@coordinatorgeneral.qld.gov.au

Post: The Coordinator-General c/- The EIS Project Manager - Inland Rail – Calvert to Kagaru
Coordinated Project Delivery
Office of the Coordinator-General
PO Box 15517
City East Qld 4002 Australia

Phone: 13 QGOV (13 74 68) ask for **EIS Project Manager**

Fax: +61 7 3220 6502

COMMENTS CLOSE AT 5 PM ON 25 September 2017 – HOWEVER – Individuals can apply for an extension on a case-by-case basis.

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WHAT'S NEXT?

Next Phases...

Final Terms of Reference will be published on the Department of State Development Website following consideration of all comments made on the draft Terms of Reference

Environmental Impact Statement preparation in accordance with the Terms of Reference

- Field studies (ecology surveys, water sampling, air quality sampling, noise assessments)
- Design (feasibility design developed in collaboration with the field studies)
- On-going consultation (to assist in any considerations to be made during design)

Draft Environmental Impact Statement consultation

- The Draft EIS will be published on the Department of State Development Website and submissions will be invited from the public

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WHAT ARE THE FUTURE CONSULTATION OPPORTUNITIES DURING THE EIS PHASE?

- Field studies
- Direct Landowner engagement as requested
- Future Community information sessions
- Specific consultation groups (options, flooding)
- Community Liaison Group
- LGA, peak body, district organisations and elected representatives briefings
- Social impact and economic impact research for the EIS

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DRAFT TERMS OF REFERENCE PRESENTATION

3D 'FLY THROUGH'

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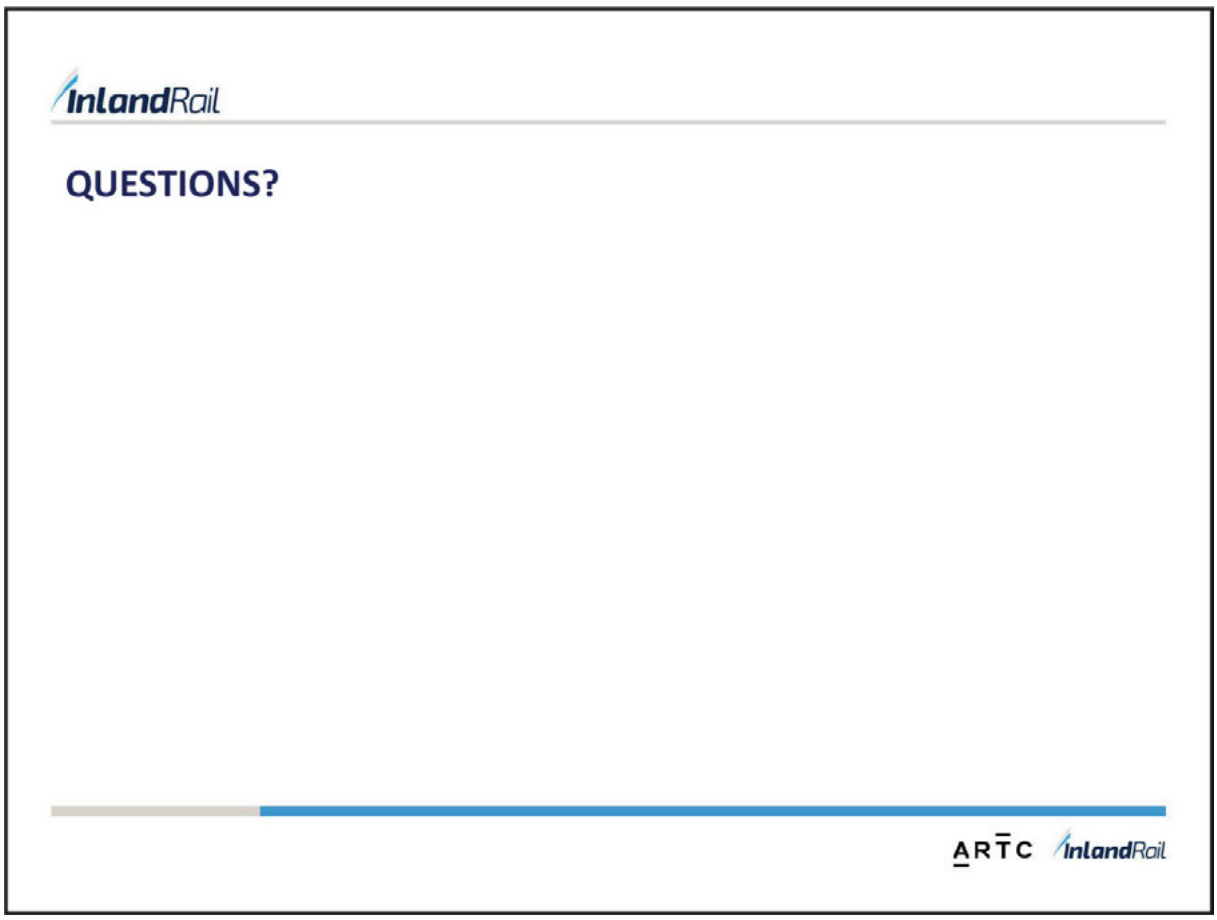
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QUESTIONS?
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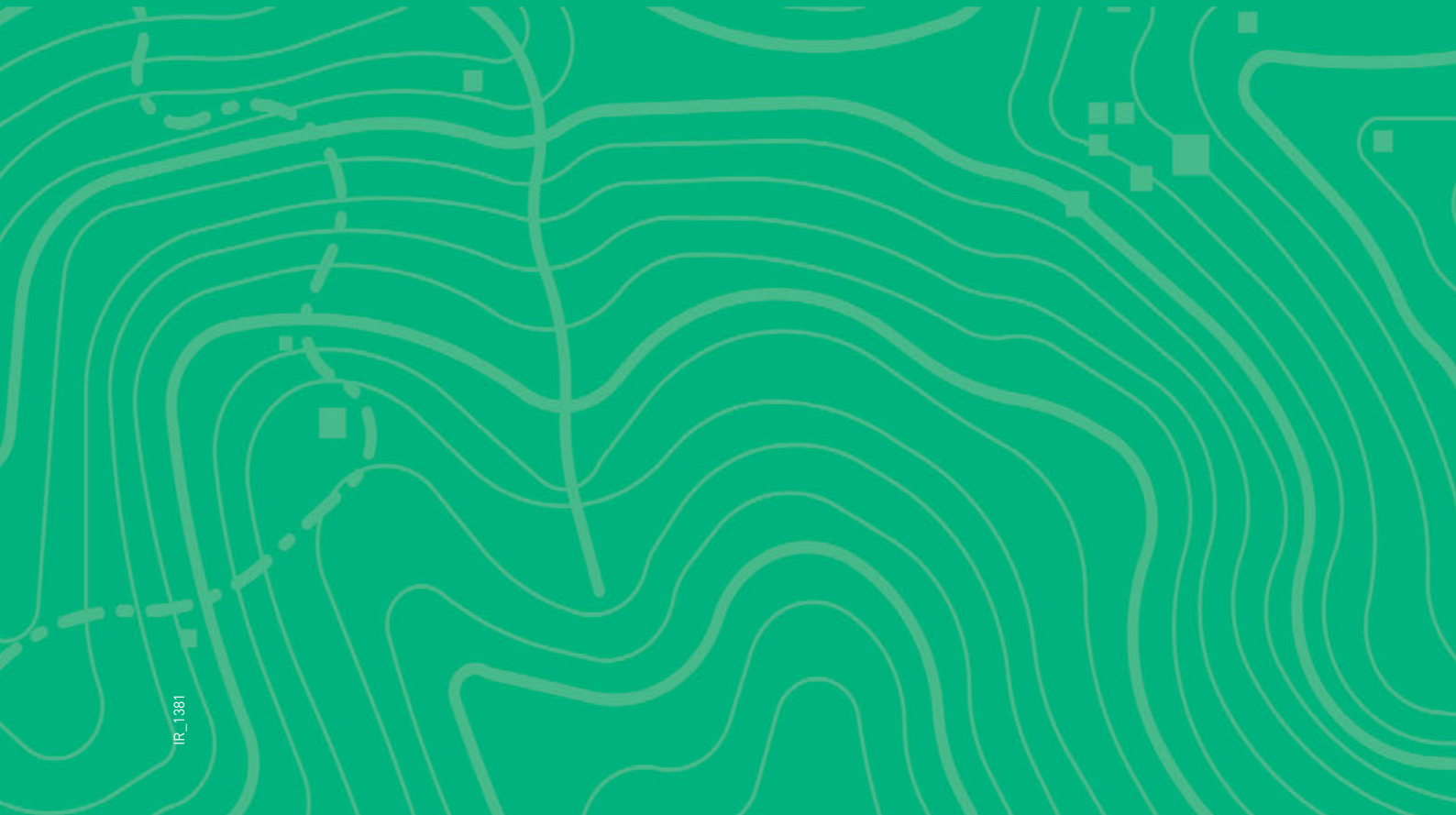
APPENDIX C

Consultation Report

Appendix B Project display poster

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



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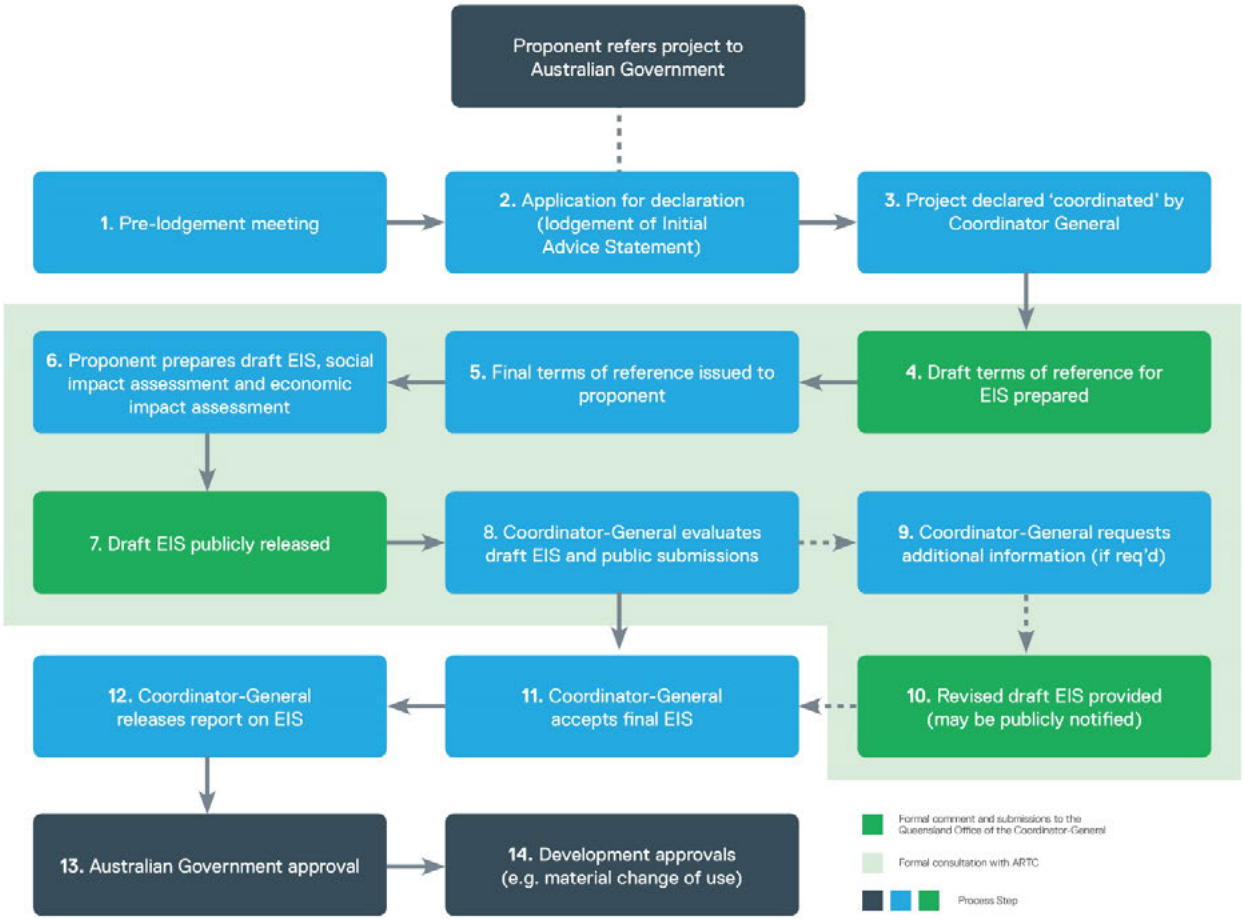
Process to assess Queensland major projects



- The purpose of an Environmental Impact Statement (EIS) is to test whether a project is designed in the correct way and that it is feasible in an environmental, social and economic context
- The EIS is underpinned by Queensland and Commonwealth legislation
- The Queensland Coordinator-General manages the EIS process and coordinates the State Government Advisory Agencies
- The Queensland Coordinator-General is an independent statutory position whose duties include the assessment, management and regulation of major projects in Queensland

This process will be used to assess the following Inland Rail projects:

- NSW/Qld Border to Gowrie
- Gowrie to Helidon
- Helidon to Calvert
- Calvert to Kagaru

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Social Impact Assessment requirements

Major projects preparing an Environmental Impact Statement (EIS) as part of Queensland Government approval processes are required to include Social Impact Assessment (SIA).

The SIA's purpose is to identify a project's likely effects – positive and negative - on local and regional communities.

Queensland Government requirements for the SIA are outlined in the EIS Terms of Reference and in the SIA Guideline, which was published by Queensland's Coordinator-General in March 2018.

The SIA Guideline sets out the process for the SIA, including stakeholder consultation, and requires that the following key matters are addressed:

- Community and stakeholder engagement
- Workforce management
- Housing and accommodation
- Local business and industry procurement
- Health and community wellbeing

Key questions for Social Impact Assessment

These are some of the questions that the SIA will seek to answer. We're interested in your views.

Community values

- What things support community vitality and cohesion in this area?
- Would residential amenity be affected by the Inland Rail project?
- Would rural way of life change, for better or worse?
- Would the project affect community character?
- Would Inland Rail change access or connectivity in this area?

Managing impacts and enhancing needs

- How might ARTC work with local communities, Councils and other stakeholders to avoid or minimise social impacts?
- How might project benefits and opportunities for local and regional communities be enhanced?
- What has worked well in management of social and/or cumulative impacts in this region?

Labour industry and economy

- How might local farms or agribusinesses be affected?
- How might the project support local training and employment options?
- Are there labour or skill shortages which the project could exacerbate?
- How might the project affect local businesses?
- Would the project affect tourism values in your area?

Social infrastructure

- Are community facilities and services adequate to community needs?
- Would the project affect demand for community facilities and/or services?
- How might the project work with social infrastructure providers to avoid impacts and maximise benefits for facilities and services?

Community safety and wellbeing

- Would the project affect community safety?
- Could changes in the local environment affect community health or wellbeing?
- Could Inland Rail improve wellbeing or quality of life in your area?

Housing

- Is current housing adequate for community needs?
- Would the project change access to or affordability of housing?

Socio-economic impacts

- Would the project change population trends or characteristics?
- Would there be an effect on employment or skills levels?

Key steps in the SIA process

Scoping

- Project nature and scale
- Scope of possible social impacts in project lifecycle
- Potentially affected communities
- Traditional Owner interests
- Cumulative project context

Baseline Analysis

- Demography
- Community character, culture, values, history
- Land use/ownership and use of natural resources
- Key industries and state/local government plans
- Social infrastructure access and capacity
- Housing availability, capacity, affordability
- Local and regional labour market
- Cumulative project context

Impact Assessment

- Change to community function or values
- Impacts on how people live, work, play and interact
- Impacts on history, culture and resource access
- Impacts on physical safety, wellbeing, quality of life
- Impacts on access to infrastructure and services
- Changes to livelihoods, advantage/disadvantage

Impact mitigation / benefit enhancement

- Outcomes focused
- Reasonable
- Relevant
- Transparent

SIA Report and Social Impact Management Plan (SIMP)

- Proposed management measures
- Implementation timeframes
- Roles and responsibilities
- Stakeholders and potential partnerships

Monitoring, review and update

- Track SIMP progress and effectiveness
- Assess project effect on social indicators
- Capture and report on SIMP progress
- Facilitate stakeholder engagement and collaboration

You can download your copy of the SIA Guideline from the Queensland Government at http://www.statedevelopment.qld.gov.au/resources/cg/social-impact-assessment-guideline.pdf

Air Quality

We know maintaining good air quality is important to you

Understanding current air quality in your area

- Air quality monitoring will be undertaken as required to collect information about existing air quality conditions.
- We also use ambient air quality data from the Queensland Department of Environment and Science. The Department has monitoring facilities in Jondaryan, Toowoomba and Flinders View.

Potential air quality impacts may include:

- Gas emissions from diesel train exhausts
- Fugitive dust emissions (dust off the ground unsettled by rail activity)
- Dust or emissions from maintenance activities
- Emissions from tunnel ventilation

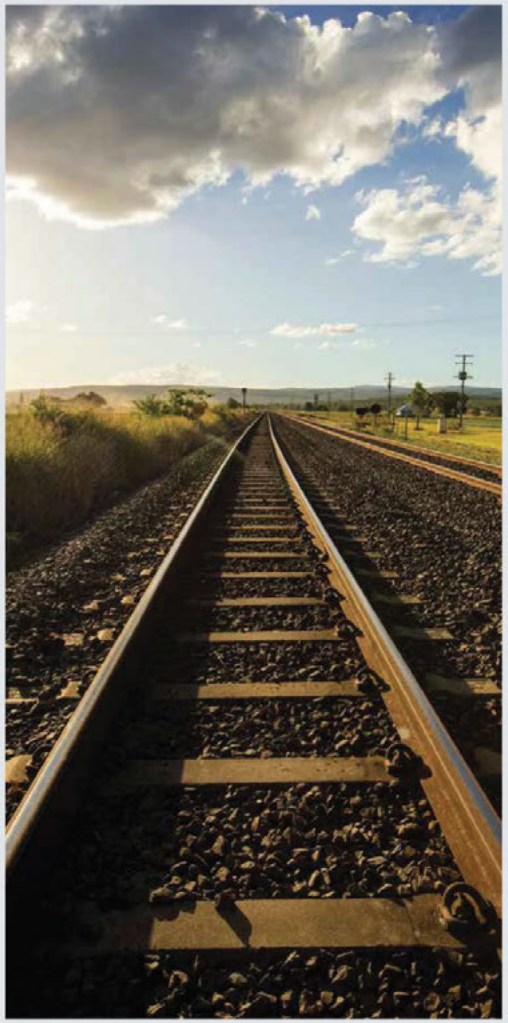
Measures to avoid, minimise or manage air quality changes include:

- Managing train speeds

- Removing dust from ballast and tracks

- Ensuring tunnel ventilation design meets technical standards

- Correctly maintaining and operating vehicles and equipment



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Noise and Vibration

We know minimising noise and vibration is important to you

ARTC is committed to managing noise and vibration impacts

As part of the project approval process, we have to:

- Assess the impact of noise and vibrations on residential areas, schools, educational institutions and child care centres
- Determine if any measures to reduce and mitigate impacts are required.

Operational rail noise modelling

Operational rail noise modelling is undertaken to consider the increase in train volumes and the noise impacts at three points in time:

1. On opening of each individual project
2. On opening of the completed Inland Rail between Melbourne and Brisbane (2025)
3. At a year when operating at full capacity (likely 2040)

What can cause noise and vibration?

- Construction activities, for example, the use of plant and equipment and drilling and excavation activities
- Trains passing or idling on the network
- Movement of rail wagons when trains change speed, and during shunting activities
- Trains operating on track with irregularities, resulting in flanging and wheel squeal
- Operation of signals at level crossings and use of train horns by train operators
- Standard operational maintenance activities, involving upkeep work.

What can we do to reduce and mitigate noise and vibration?

Noise walls

Property treatments

Track lubricators

How will noise and vibration be assessed?

- Potential noise and vibration impacts will be assessed in accordance with the requirements set out by the Coordinator-General in the Terms of Reference and will be reported on in the Environmental Impact Statement.
- The Terms of Reference requires that the Project:
  - Defines and classifies the existing environment that may be affected by the project, for example, identifying the location of sensitive receivers within or near the study area and establishing existing background noise levels by the placement of noise loggers
  - Model and predict potential noise and vibration impacts on the existing environment
  - Describe how the Project will seek to minimise, mitigate and manage noise and vibration impacts
  - Identify how the management of impacts will be monitored and audited on an ongoing basis.

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Flooding

We know managing flooding is important to you

Flood study engagement framework

The flood study engagement framework provides more detail about our process and opportunities for input on preliminary design and flood management for the rail line on floodplains.

STEP 1

- Inform community about the floodplain assessment process and gather feedback
- Confirm study methodology and design process

STEP 2

- Collate existing/historical flooding information
- Develop the flood study and a base case model for current flood conditions

STEP 3

- Present base flood modelling, impact and mitigation options
- Confirm environmental constraints, preliminary flood studies

STEP 4

- Present preliminary design including previous stakeholder feedback
- Flood risk and mitigation assessment

STEP 5

- Finalise feasibility design
- Submission of impact assessment to regulatory agency

Managing flooding is a high priority

- Community input on flood impacts will be incorporated into the design of Inland Rail, ensuring impacts are managed appropriately
- Community feedback helps refine our modelling to provide confidence the assessment accounts for local knowledge and experience

Our guiding principles

- Minimise the impacts of Inland Rail on flood behaviour
- Take natural water flows into account
- Achieve a level of flood immunity to minimise the risk to operations and maintenance

Flood modelling

- ARTC will undertake flood modelling taking into account the updated Australian Rainfall & Runoff (ARR 4th edition) which now considers projected rainfall patterns associated with modelled climate change impacts.

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Level Crossings

We know managing level crossings is important to you

Types of crossings

- **Passive crossings** use stop or give way signs for motorists, and 'look for trains' signs for pedestrians.
- **Active crossings** have flashing lights with or without boom barriers for motorists, and automated gates for pedestrians.

Public crossings

- Public crossings are located on state-controlled or local Council roads.
- For public crossings we work with local Councils to consider future development plans and other important local factors.

Private crossings

- Private crossings are created to provide access within a private property itself, or between a private property and a public road.
- For private crossings we consult with landowners to consider specific requirements such as farm machinery or livestock movements.

Safety treatments

We aim to optimise safety at existing crossings while minimising disruption to the local community.

Safety improvements may include:

- Upgrades of public crossings from passive or flashing lights to boom barriers

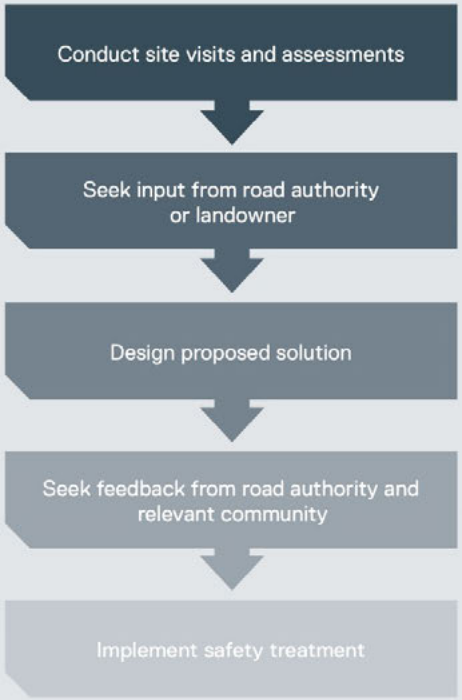
- Renewal of passive level crossing infrastructure such as signage

- Gates at private crossings

- Crossing closures

- Grade separation (e.g. road and rail bridges)

Selecting level crossing safety improvements



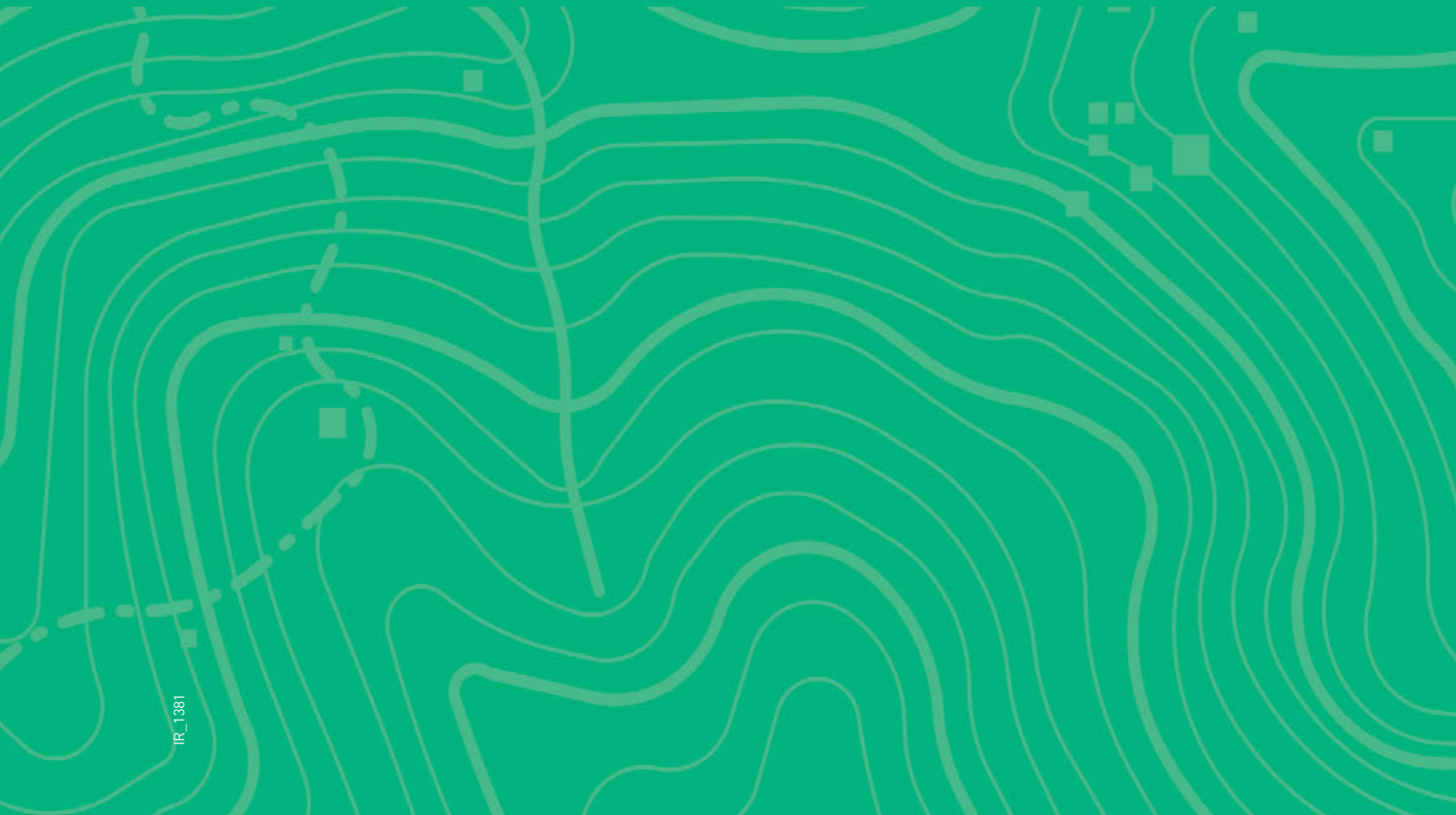
To assess level crossings we use a national system called Australian Level Crossing Assessment Model (ALCAM), which considers factors such as road traffic numbers, vehicle types, train numbers, speeds and sighting distances.

APPENDIX C

Consultation Report

Appendix C Project factsheets

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



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Timing	EIS focus	Fact sheet focus	Distribution
Factsheet 1—Geotechnical Activities (August 2017)	Release of Draft Terms of Reference	Explanation of geotechnical activities and what stakeholders can expect to see in the field	▸ Mail out to approximately 150 stakeholders ▸ Inland Rail website—Calvert to Kagaru webpage ▸ Email to known stakeholders
The Approval Process (June 2017)	Calvert to Kagaru Project commencement	Explanation of the approval process for Coordinated Projects in Queensland	▸ Community Information sessions ▸ Inland Rail website—Calvert to Kagaru webpage
Social Impact Assessment requirements (May 2018)	Social	SIA requirements as part of ToR and EIS	▸ Inland Rail website—Calvert to Kagaru webpage
Calvert to Kagaru Project Factsheet (September 2018)	Ongoing communication and engagement Alignment	Overview of Inland Rail Program, the Project's alignment, generally following SFRC	▸ Inland Rail website—Calvert to Kagaru webpage
Calvert to Kagaru Project Factsheet (January 2019)	Ongoing communication and engagement Alignment	EIS next steps—geotechnical surveys, hydrological studies, ecological studies, noise, air, vibration, land, utility identification, heritage surveys	▸ Inland Rail website—Calvert to Kagaru webpage
Land acquisition (July 2019)	Ongoing communication and engagement Land use and tenure	Assisting landholders to understand the acquisition process	▸ Inland Rail website—Calvert to Kagaru webpage

PROJECT FACT SHEET

QLD

ABOUT INLAND RAIL

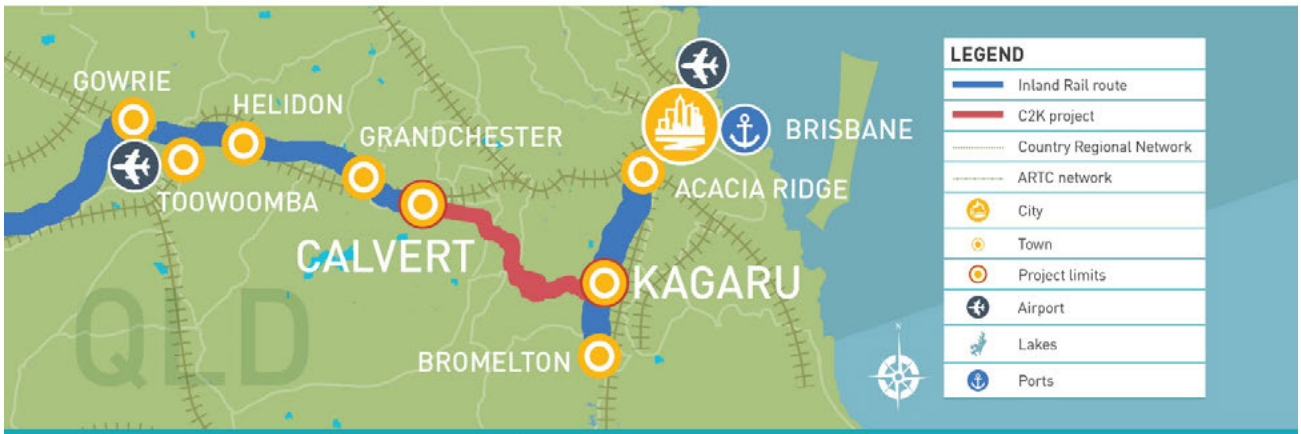
Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets, transforming the way we move freight around the country. It will complete the 'spine' of the national freight network between Melbourne and Brisbane via regional Victoria, New South Wales and Queensland.

This new 1,700 kilometre line is the largest freight rail infrastructure project in Australia. It will connect our farms, mines, cities and ports to domestic and international markets. It will support Australia's four richest farming regions, as well as providing supply chain benefits and substantial cost savings for producers.

ABOUT CALVERT TO KAGARU PROJECT

The Calvert to Kagaru (C2K) section of Inland Rail comprises 53 kilometres of new dual gauge rail line which diverts from the West Moreton rail line near Calvert and connects to the existing Sydney to Brisbane interstate rail line at Kagaru; providing convenient access for freight to major distribution centres at Bromelton and Acacia Ridge.

The project generally follows the protected Southern Freight Rail Corridor (SFRC) that was gazetted as a Future Rail Corridor by the Queensland Government in 2010.



NEIGHBOURING PROJECTS

C2K connects to the Helidon to Calvert (H2C) project in the west and the Kagaru to Acacia Ridge and Bromelton (K2ARB) project in the east.

inlandrail.com.au

1800 732 761

INLAND RAIL PROJECTS

Inland Rail has been divided into 13 projects to deliver the 1,700 kilometre rail line by 2024/25 and C2K is one of five projects in Queensland. C2K is one of three projects (along with Gowrie to Helidon and Helidon to Calvert) that are considered the most technically complex sections of Inland Rail, and will therefore be delivered using an innovative Public Private Partnership (PPP) funding arrangement.

WHAT HAS BEEN HAPPENING

The Coordinator-General declared C2K a Coordinated Project in 2017. Following public consultation on the draft Terms of Reference, the Coordinator-General issued the final Terms of Reference (ToR). The ToR document provides the framework for Inland Rail to develop an Environmental Impact Statement (EIS). This process involves collecting community input regarding the social, economic and environmental impacts that may be generated by the project. To collect such information, in 2017-2018, we set up the Scenic Rim Community Consultative Committee, and conducted face-to-face and online consultation.

NEXT STEPS

The C2K project is currently in the project feasibility phase and we are in the process of developing the EIS and a feasibility design for the project. The aim of this phase is to finalise the optimal alignment by gathering baseline data, analysing potential impacts, and developing mitigation measures to address these impacts.

During the preparation of the EIS, the project team will be conducting a range of investigations throughout the project study area, including:

- **Geotechnical surveys** – to obtain information about the physical properties of the soil and rock
- **Hydrology studies –** to obtain information about flooding, surface water movements, and monitoring ground water
- **Ecological surveys** – to identify habitats and/or species that exist within the area of investigation
- **Noise, air quality and vibration surveys** – to measure background noise, air quality and vibration levels at key sites
- **Land surveys** – to identify property boundaries and any easements and to install survey pegs if required
- **Utility identification surveys** – to identify underground infrastructure such as gas and water pipelines
- **Heritage surveys** – investigations for any evidence of Aboriginal and non-Aboriginal artefacts/heritage

We will continue to engage with landowners, residents, businesses, community groups and other key stakeholders during the project feasibility phase.

There will be a range of consultation opportunities throughout this phase and we encourage you to be involved to ensure community issues and concerns are considered and addressed in the EIS and feasibility design.

*Timeframes are indicative and are subject to change

WANT TO KNOW MORE?

ARTC is committed to working with state and local governments, communities and landowners as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments about this fact sheet, please let us know.

1800 732 761

inlandrailqld@artc.com.au

ARTC Inland Rail, GPO Box 2462, Brisbane Qld 4000

inlandrail.com.au

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

CURRENT AS AT JANUARY 2019

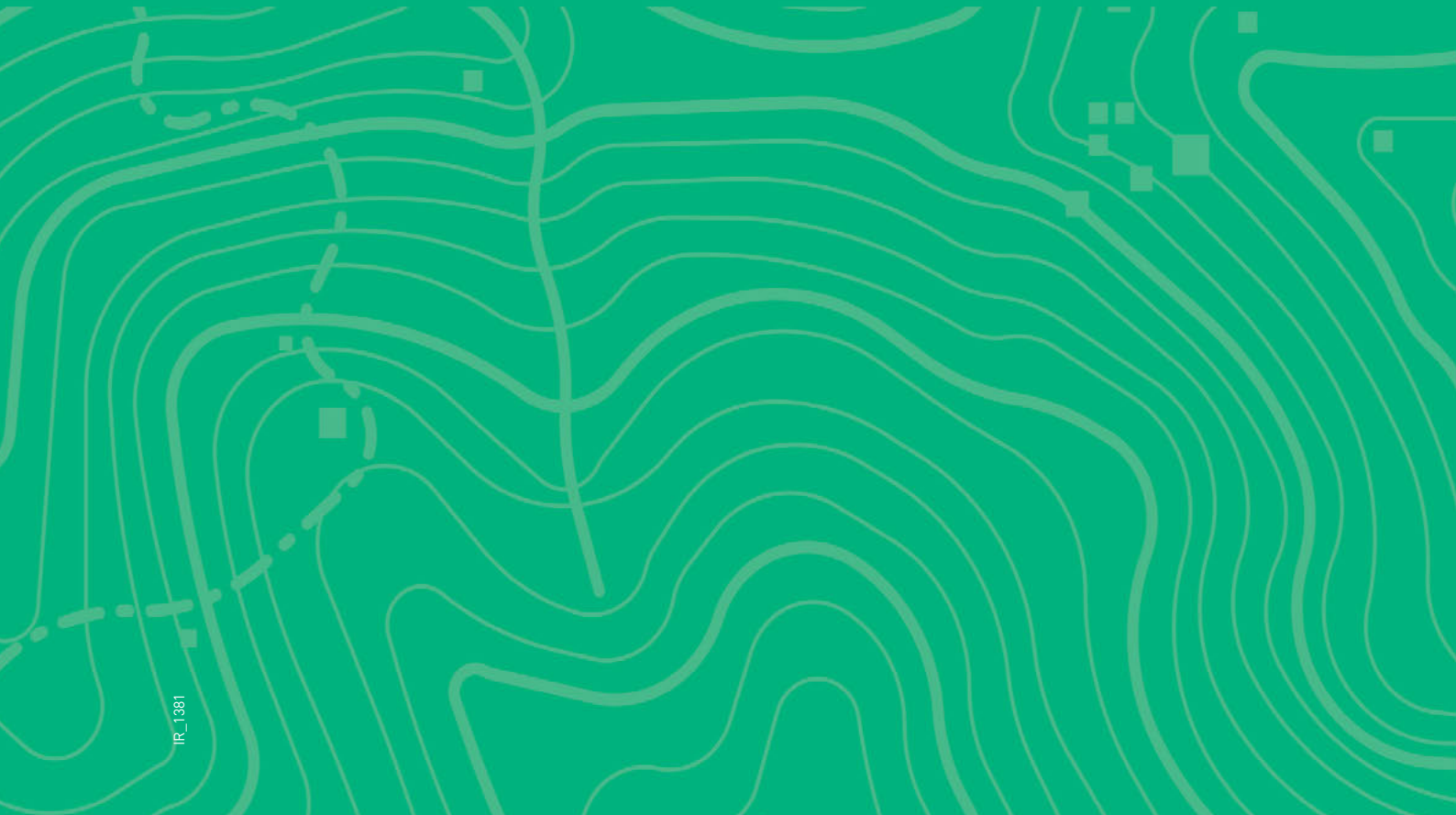
IR_A34

APPENDIX C

Consultation Report

Appendix D Project newsletter and e-newsletters

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



IR_1381

Timing	EIS item	Focus	Distribution
Newsletter 1 (June 2017)	▸ Calvert to Kagaru Project commencement ▸ Release of Draft ToR	▸ Introduction to the Project ▸ Introduction to the EIS process ▸ Promotion of CCC ▸ Project contact channels	▸ Mail out to postcode (approximately 150 stakeholders) ▸ Calvert to Kagaru Project website ▸ Email to known stakeholders
Newsletter 2 (May 2018)	▸ Calvert to Kagaru Project commencement, Release of Draft ToR	▸ Project consultation sessions	▸ Unaddressed mail to 3,300 residents ▸ Distribution locations: Rosewood, Calvert, Lower Mount Walker, Mount Forbes, Lanefield, Mutdapilly, Goolman, Peak Crossing, Purga, Undullah, Washpool, Willowbank, Allenview, Boonah, Calvert, Ebenezer, Rosewood, Kagaru
Newsletter 3 (October 2018)	▸ Calvert to Kagaru Project update about alignment ▸ EIS update water, noise, vibration, transport, local crossings, air, hazards, health and safety, land use, social, economic, flora, fauna, cultural heritage Indigenous and non-Indigenous. ▸ Consultation sessions occurring in November	▸ EIS topics and studies about to commence ▸ How feedback has been used to date ▸ Consultation sessions being held in November ▸ Project overview ▸ Map of the alignment ▸ Sandy Creek, Washpool Road and Teviot Range	▸ Unaddressed mail to 4,500 residents ▸ Distribution locations: Peak Crossing, Undullah, Washpool, Willowbank, Boonah, Calvert, Ebenezer, Rosewood, Kagaru
Newsletter 4 (April 2019)	▸ Calvert to Kagaru Project commencement ▸ Visual amenity	▸ EIS investigations have occurred in study area ▸ Please attend community sessions over the week of May to learn more ▸ Interactive map link provided create visibility of alignment and encourage feedback ▸ Inland Rail contact details ▸ Map of the alignment ▸ Explanation of tunnel, culverts and embankments	▸ Unaddressed mail to 4,500 residents ▸ Distribution locations: Peak Crossing, Undullah, Washpool, Willowbank, Boonah, Calvert, Ebenezer, Rosewood, Kagaru
E-news 1 15 July 2016	▸ Stakeholder engagement	▸ Learning more about your community and your views on Inland Rail	▸ Calvert to Kagaru online database in Consultation Manager
E-news 2 23 August 2016	▸ Stakeholder engagement	▸ Learning more about your community	▸ Calvert to Kagaru online database in Consultation Manager
E-news 3 22 September 2016	▸ Stakeholder engagement, Project description	▸ Inland Rail Qld Update September 2016	▸ Calvert to Kagaru online database in Consultation Manager

Timing	EIS item	Focus	Distribution
E-news 4 **31 October 2017**	Stakeholder engagement	Inviting nominations for Inland Rail CCCs	Calvert to Kagaru online database in Consultation Manager
E-news 5 **17 November 2017**	Stakeholder engagement	CCCs nominations reminder	Calvert to Kagaru online database in Consultation Manager
E-news 6 **19 February 2018**	Stakeholder engagement, Project description	CCC Scenic Rim— meeting reminder	Calvert to Kagaru online database in Consultation Manager
E-news 7 **4 April 2018**	Stakeholder engagement, Project description, EIS overview	Start of EIS field investigations (Calvert to Kagaru)	Calvert to Kagaru online database in Consultation Manager
E-news 8 **14 May 2018**	Stakeholder engagement, Project description	Calvert to Kagaru Project consultation	Calvert to Kagaru online database in Consultation Manager
E-news 9 **22 May 2018**	Stakeholder engagement, Project description	CCC Scenic Rim— meeting reminder	Calvert to Kagaru online database in Consultation Manager
E-news 10 **3 July 2018**	Stakeholder engagement, Project description	ARTC—Calvert to Kagaru—consultation update	Calvert to Kagaru online database in Consultation Manager
E-news 11 **26 July 2018**	Stakeholder engagement, Project description	Reminder—ARTC Gowrie to Kagaru— Round one consultation closing soon	Calvert to Kagaru online database in Consultation Manager
E-news 12 **22 August 2018**	Stakeholder engagement, Project description	ARTC - Calvert to Kagaru—consultation update	Calvert to Kagaru online database in Consultation Manager
E-news 13 **4 September 2018**	Stakeholder engagement	CCC Scenic Rim—reminder	Calvert to Kagaru online database in Consultation Manager
E-news 14 **2 November 2018**	Stakeholder engagement	Scenic Rim CCC meeting	Calvert to Kagaru online database in Consultation Manager
E-news 15 **13 November 2018**	Stakeholder engagement	Privacy for Stakeholders signed up to Enews	Update of Inland Rail's Stakeholder Privacy Policy
E-news 16 **15 November 2018**	Stakeholder engagement, Project description	Inland Rail Calvert to Kagaru - November 2018 Project update	Calvert to Kagaru online database in Consultation Manager
E-news 17 **27 November 2018**	Stakeholder engagement	Inland Rail community roadshow	Calvert to Kagaru online database in Consultation Manager
E-news 18 **28 November 2018**	Stakeholder engagement, Project description	Reminder: Scenic Rim CCC meeting	Calvert to Kagaru online database in Consultation Manager
E-news 19 **5 December 2018**	Stakeholder engagement, Project description	Reminder: Inland Rail community roadshow	Calvert to Kagaru online database in Consultation Manager

Timing	EIS item	Focus	Distribution
E-news 20 **19 December 2018**	▸ Stakeholder engagement	▸ Season's greetings from your Inland Rail team	▸ Calvert to Kagaru online database in Consultation Manager
E-news 21 **13 February 2019**	▸ Stakeholder engagement, Project description	▸ Scenic Rim CCC meeting Thursday 21 February 2019	▸ Calvert to Kagaru online database in Consultation Manager
E-news 22 **29 March 2019**	▸ Stakeholder engagement	▸ Inland Rail Gowrie to Kagaru Public Private Partnership Expression of Interest released	▸ Calvert to Kagaru online database in Consultation Manager
E-news 23 **10 May 2019**	▸ Stakeholder engagement, Project description	▸ Calvert to Kagaru Project update—May 2019	▸ Calvert to Kagaru online database in Consultation Manager

NEWSLETTER QLD

ABOUT INLAND RAIL

The Calvert to Kagaru (C2K) section is one of 13 projects that complete the Inland Rail program of works. This section involves the design and construction of approximately 53 km of new dual gauge track. It generally follows the protected Southern Freight Rail Corridor (SFRC) that was gazetted as a Future Rail Corridor by the Queensland Government in 2010.

E-NEWS

Please sign up for our Calvert to Kagaru online newsletter to remain up to date on the project. Simply follow these easy steps:

1. Complete the registration form on our website here: **inlandrail.artc.com.au/register**
2. Indicate which project you are interested in (you may select multiple if you wish).
3. You will be added to that project email distribution list and receive updates in your inbox!

COMMUNITY INFORMATION SESSIONS

Inland Rail will be holding community information sessions in May 2019 to share and discuss findings from the investigations that have been carried out in the project study area.

These findings include:

- Rail Alignment
- Project Approvals
- Land Use and Property
- Soils
- Flora and Fauna
- Air Quality
- Noise and Vibration
- Flooding / Water Quality
- Social Impact Assessment
- Heritage Aboriginal and European

Community members and landowners are encouraged to visit our sessions and ask any questions they may have.

Please register your interest via email: **Inlandrailqld@artc.com.au** or call **1800 732 761.**

Date	Location	Time
Tuesday 21 May 2019	The Centre, Beaudesert	4 pm – 7 pm
Wednesday 22 May 2019	Rosewood Community Hall	4 pm – 7 pm
Thursday 23 May 2019	Peak Crossing Hall, Peak Crossing	2 pm – 4 pm
Friday 24 May 2019	Purga Community Hall, Purga	4 pm – 7 pm
Saturday 25 May 2019	Peak Crossing Hall, Peak Crossing	9 am – 12 pm

We value your input and hope to see you at one of the community information sessions.

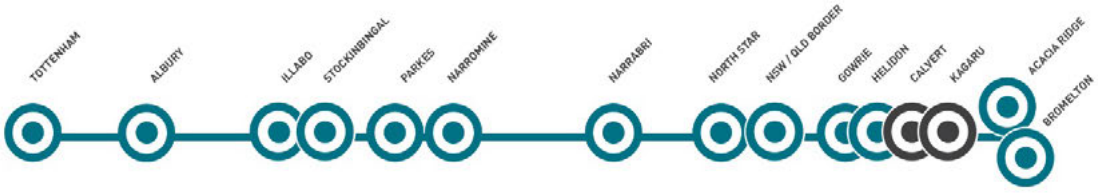
inlandrail.com.au 1800 732 761

CALVERT TO KAGARU – INLAND RAIL PROJECT UPDATE

The Calvert to Kagaru project team are continuing to work on the proposed rail design, meet landowners and stakeholders and gather data as part of the Environmental Impact Statement (EIS). This is part of determining the project's feasibility.

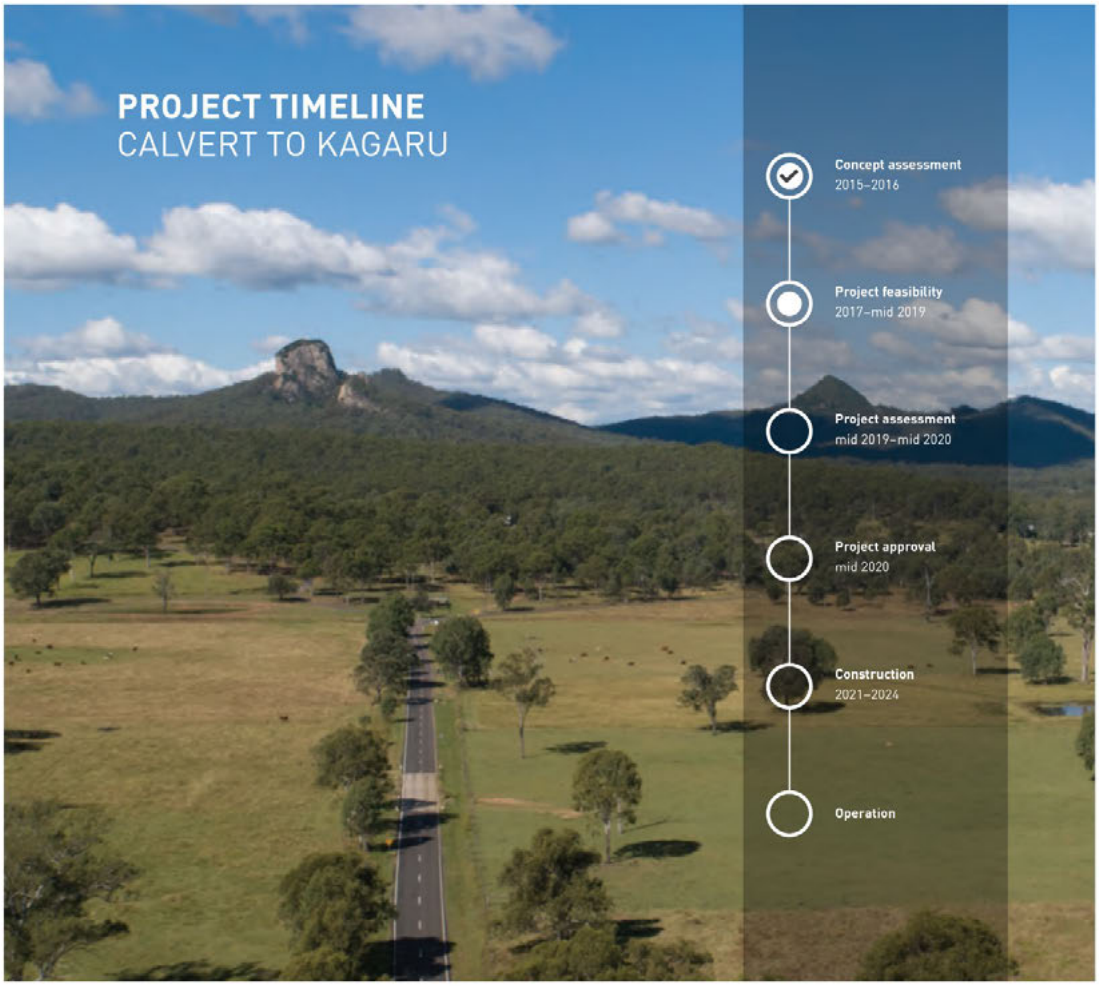
Please note that the proposed design is not final and may change based on further investigations and approvals. We will keep you updated as the design progresses and advise of any updates.

It is anticipated that the EIS will be submitted to the Coordinator-General in the second half of this year. The Inland Rail project team will notify you when the EIS is available for public comment and will also provide information on how our stakeholders can make submissions.



C2K INLAND RAIL PROJECT

The Calvert to Kagaru (C2K) section is one of 13 projects that complete the Inland Rail program of works. This section involves the design and construction of approximately 53 km of new dual gauge track.



CROSSING LOOPS

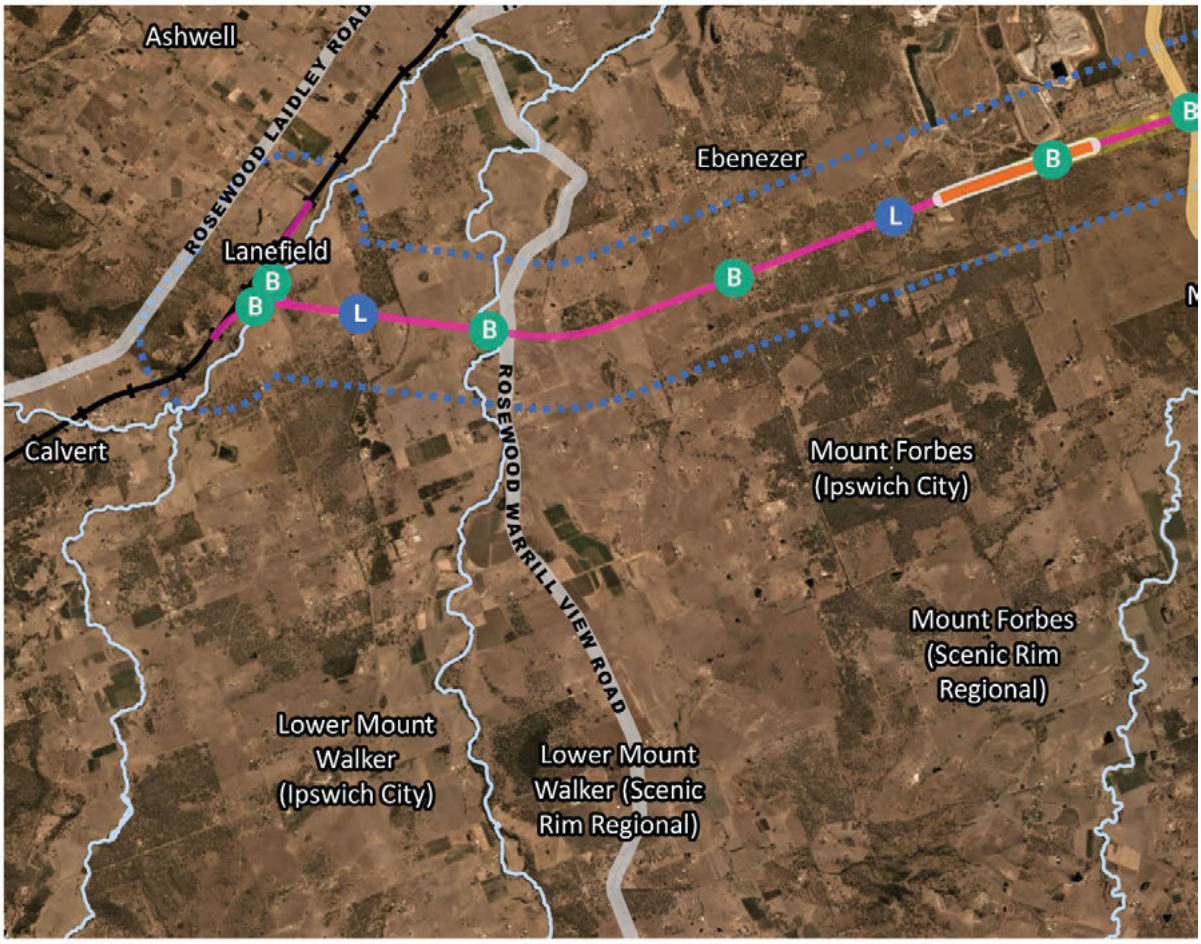
Four crossing loops are proposed for the Calvert to Kagaru section. They will be single track, dual gauge to accommodate double stack freight trains up to 1.8 km long. The map below identifies the locations for the crossing loops.

- Ebenezer loop
- Purga Creek loop
- Washpool loop
- Undullah loop

EMBANKMENTS/CUTTINGS

The project alignment proposes approximately 30 embankments and 30 cuttings to allow the rail alignment to meet required operation levels.

Embankments range from approximately 150 m up to 4730 m in length and maximum height of embankment is 25 m. Cuttings range from approximately 120 m up to 1890 m in length and maximum depth of cutting is 43 m.



Proposed Bremer River Rail Bridge

Artist impression only and subject to change.

RAIL BRIDGES

The C2K section has identified 27 proposed bridge structures along the alignment. These include:

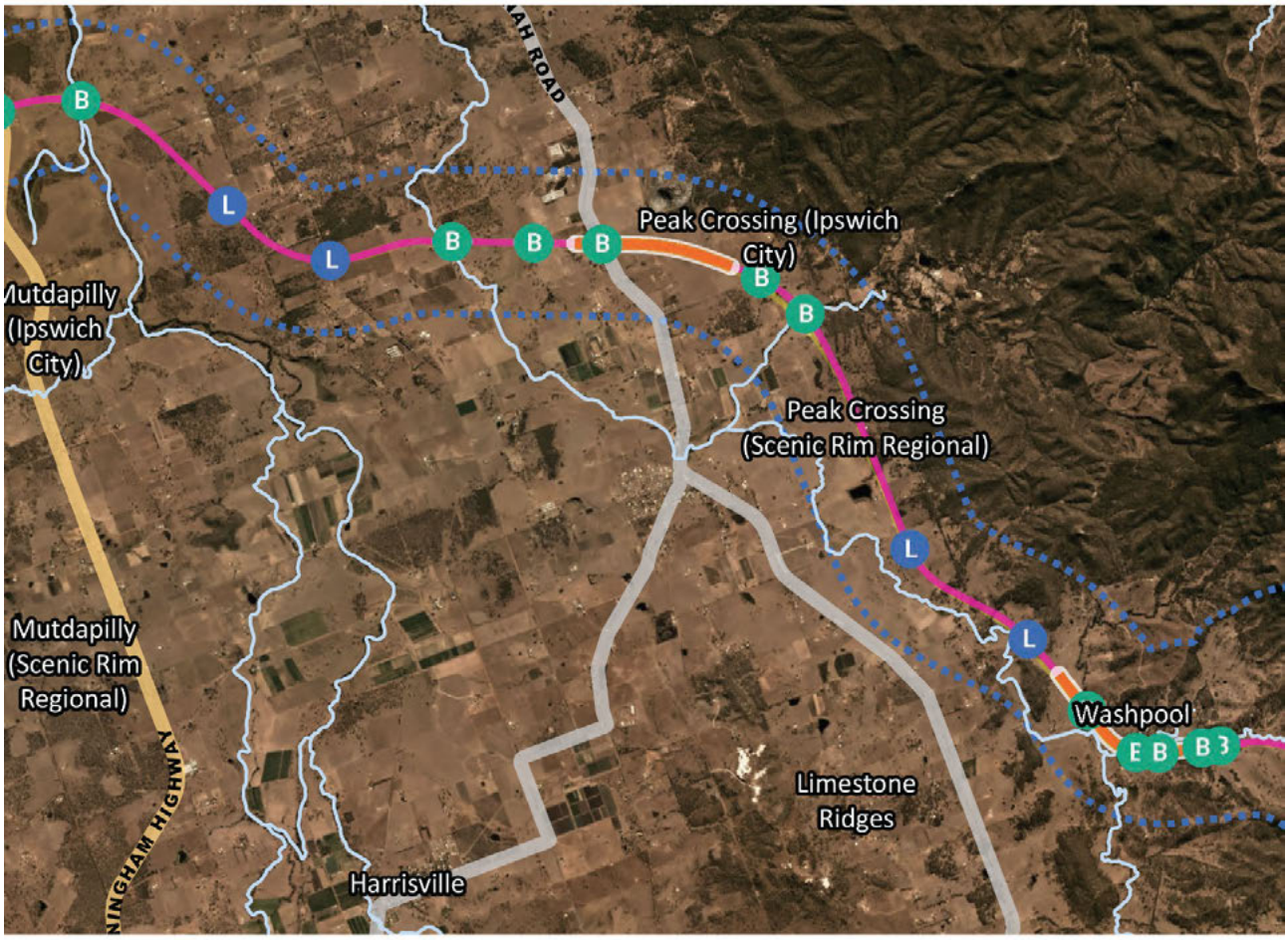
- Seven bridges proposed to cross over roads
- Three bridges proposed to cross over the rail (Locations are Mt Forbes Road, Cunningham Highway and Undullah Rd).

The bridges are of various lengths and spans to suit the alignment and topography. More detail can be found on the online interactive map listing each bridge, their approximate length and height.

RAIL BRIDGE OVER WATER

The proposed alignment intercepts 44 mapped watercourses from C2K. Watercourses provide fauna and habitat linkages, passage for fish and are prone to flooding in the wet season.

17 rail bridges have been designed to cross over waterways including Western Creek, Bremer Creek, Warrill Creek, Purga Creek, UT Purga Creek and Teviot Brook. In some cases some of these bridges also run over roads, please see the online interactive map for more detail.



Proposed Ipswich Boonah Rail Bridge

Artist impression only and subject to change.

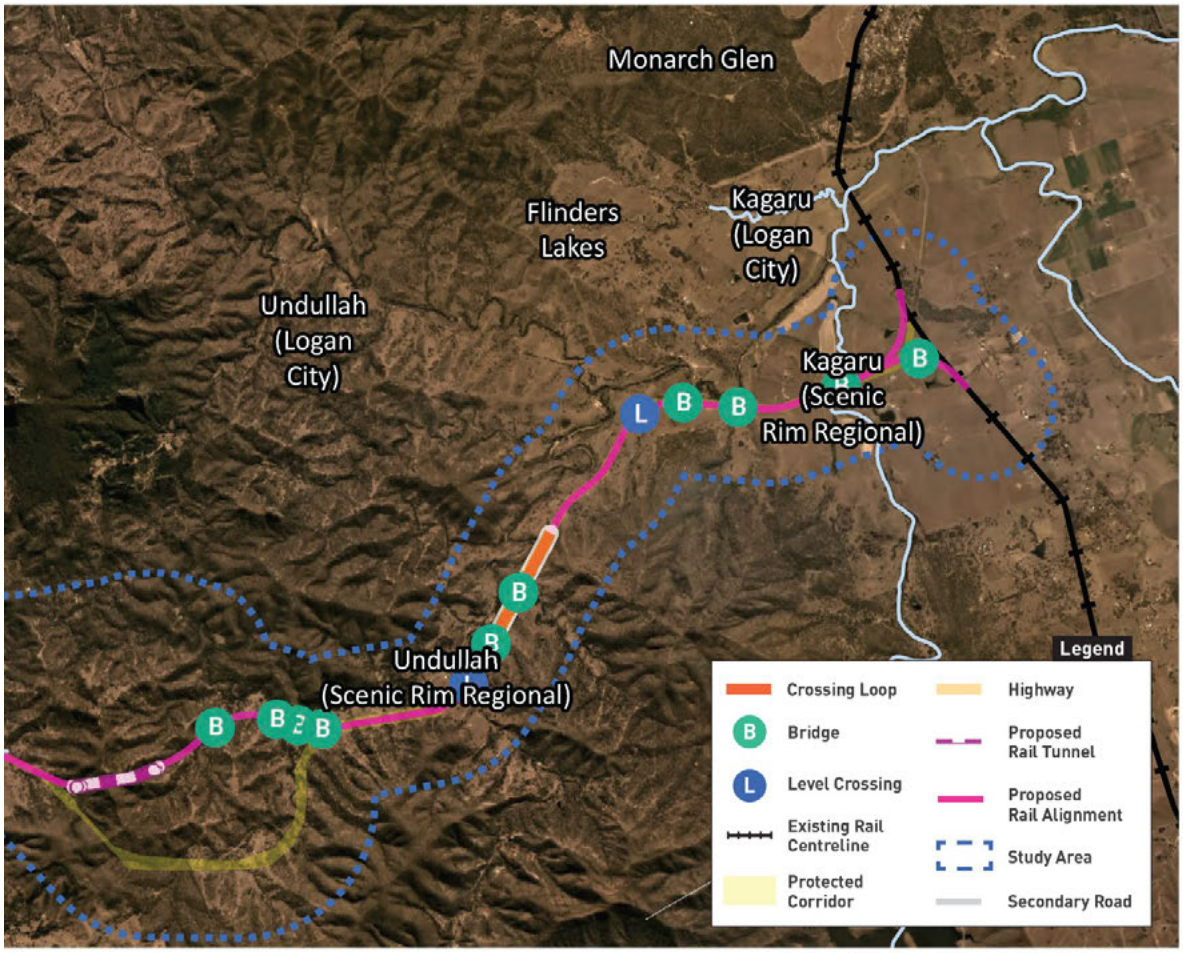
TUNNEL

The Teviot Range requires a tunnel to be constructed. The tunnel is approximately 1015 m long. The single-track single tunnel is to be designed for bi-directional freight operations.

LEVEL CROSSINGS

Eight level crossings are proposed in the Calvert to Kagaru section. The suggested locations are: Hayes Road, M Hines Road, Glen Cairn Road, Middle Road, Dwyers Road, Washpool Road and two crossings at Wild Pig Creek Road. They have been marked on the map below and more detail on these level crossings can be seen on our online interactive map.

artc.mysocialpinpoint.com.au/c2k



A fly-through video is available on the Inland Rail website

Proposed Wild Pig Creek Road Level Crossing

Artist impression only and subject to change.

UPDATE OF C2K INTERACTIVE MAP

As the design for the proposed alignment progresses, the project team have updated our online map to reflect these changes. There is a host of new detail on the map including crossing loops, levels crossings, bridges, a tunnel and road realignments.

Thank you to those who contributed to the first online map for C2K. Comments on that first version have now closed. We are now seeking feedback on the updated design, please visit the online map and add any comments, questions or feedback that you may have at **artc.mysocialpinpoint.com.au/c2k**

We will also provide interactive map stations for use during the community information sessions and staff will be available to assist you in using this online platform.

MENTAL HEALTH SUPPORT

ARTC acknowledges that the uncertainty for landowners and communities while we continue to plan the project can be stressful. If you are experiencing stress, depression and/or anxiety, please call **1300 971 309** to speak to a local, independent service, and access support either face-to-face or on the telephone.

SCENIC RIM COMMUNITY CONSULTATIVE COMMITTEE MEETINGS

The Scenic Rim Community Consultative Committee provide input and feedback to the Calvert to Kagaru project team and meet on a quarterly basis. Observers are welcome at Committee meetings and registrations are recommended.

Upcoming meeting:

Thursday 23 May 2019
Peak Crossing Hall, Peak Crossing
6:00 pm – 8:00 pm.

Please register your attendance by emailing:
Inlandrailqld@artc.com.au or calling **1800 732 761**.

WANT TO KNOW MORE?

ARTC is committed to working with landowners, communities, state and local governments as a vital part of our planning and consultation work, and we value your input. If you have any questions or comments, please let us know.

1800 732 761
inlandrailqld@artc.com.au
ARTC Inland Rail, GPO Box 2462, Brisbane Qld 4001

inlandrail.com.au

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

CURRENT AS AT APRIL 2019

IR_175

Calvert to Kagaru project update – May 2019

The Calvert to Kagaru project team are continuing to work on the proposed rail design, meet landowners and gather data as part of the Environmental Impact Statement (EIS).

A range of investigations have been carried out in the project study area and we will be sharing the findings at our upcoming community consultation sessions. These include:

- Alignment/traffic and transport
- Land use, property and visual amenity
- Flora and fauna
- Noise and vibration
- Air quality
- Flooding/water quality/groundwater
- Social Impact Assessment
- Heritage both indigenous and European
- Project approvals

It is anticipated that the EIS will be submitted to the Coordinator-General in the second half of this year. The Inland Rail project team will notify you when the EIS is available for public comment and will also provide information on how interested parties can make submissions.

Please note that the proposed design is not final and may change based on further investigations and approvals. We will keep you informed as the design progresses and advise of any updates.

Community information sessions

Please come along and speak to the Inland Rail project team and subject matter experts about the proposed railway. We will be sharing our findings from our EIS investigations.

Date	Location	Time
Tuesday 21 May 2019	The Centre, Beaudesert	4pm – 7pm
Wednesday 22 May 2019	Girl Guides Hall, Rosewood	4pm – 7pm
Thursday 23 May 2019	Peak Crossing Hall, Peak Crossing	2pm – 4pm
Friday 24 May 2019	Purga Community Hall, Purga	4pm – 7pm
Saturday 25 May 2019	Peak Crossing Hall, Peak Crossing	9am – 12pm

Interactive map

Our online interactive map has been updated and includes more detail on the project. To view, comment or add feedback, please visit the Calvert to Kagaru interactive map. Thank you to those of you who provided feedback on the first map, your time and contribution is appreciated.

Scenic Rim Community Consultative Committee meeting

The Scenic Rim Community Consultative Committee provide input and feedback to the Calvert to Kagaru project team. The next meeting will be held on **Thursday 23 May 2019 at the Peak Crossing Hall from 6pm – 8pm**. Observers are welcome at Committee meetings and registrations are recommended. Please register your attendance by emailing inlandrailqld@artc.com.au or calling **1800 732 761**.

Contact

If you have any queries about the Calvert to Kagaru project, our Stakeholder Engagement Team is here to help you with answers.

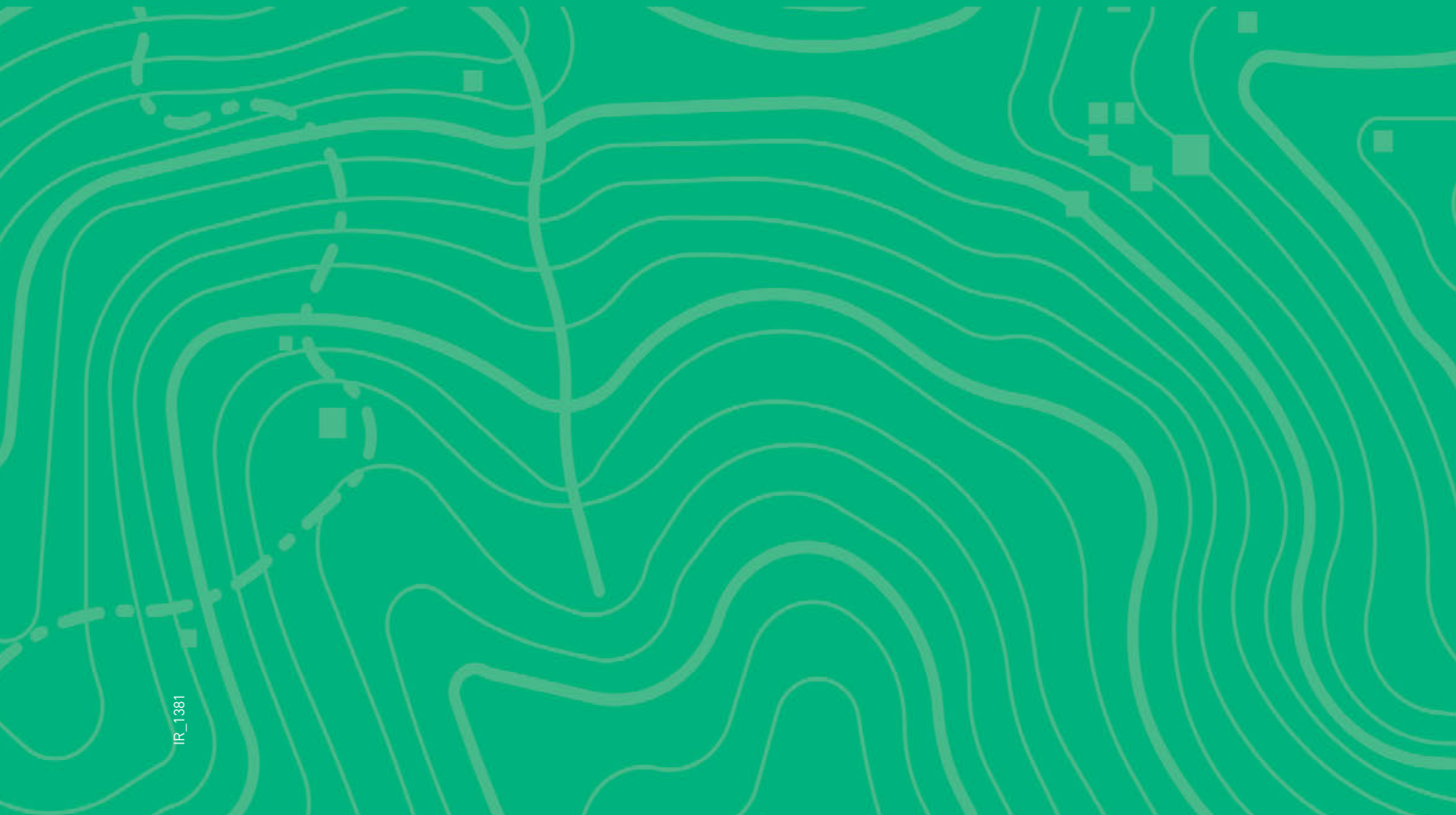
We are available **Monday to Friday, 9am to 5pm** on **1800 732 761** or please email us at inlandrailqld@artc.com.au, or visit our Calvert to Kagaru project webpage.
Click here if you no longer wish to receive these emails.

APPENDIX C

Consultation Report

Appendix E Paid advertisements

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



IR_1381

Purpose	Publication	Dates
June 2017 information sessions	Beaudesert Times	28 June 2017
	Moreton Border News	23 June 2017
	The Fassifern Guardian	28 June 2017
	Queensland Times	24 June 2017
	Queensland Times	1 July 2017
	Ipswich Advertiser	28 June 2017
August 2017 ToR information sessions	Beaudesert Times	13 September 2017
	Moreton Border News	8 September 2017
	The Fassifern Guardian	6 September 2017
	Queensland Times	9 September 2017
	Queensland Times	15 September 2017
	Ipswich Advertiser	6 September 2017
CCC Call for nominations/establishment	Queensland Times	30 October 2017
	Queensland Times	4 November 2017
	Queensland Times	11 November 2017
	Queensland Times	18 November 2017
	Ipswich Advertiser	1 November 2017
	Ipswich Advertiser	8 November 2017
	Ipswich Advertiser	15 November 2017
	Ipswich Advertiser	22 November 2017
	Beaudesert Times	1 November 2017
	Beaudesert Times	8 November 2017
	Beaudesert Times	15 November 2017
	Beaudesert Times	22 November 2017
	The Fassifern Guardian	1 November 2017
	The Fassifern Guardian	8 November 2017
	The Fassifern Guardian	15 November 2017
	The Fassifern Guardian	22 November 2017
	Queensland Country Life	2 November 2017
	Queensland Country Life	16 November 2017
	Laidley Plainland Leader	10 November 2017
	Withcott Times	15 November 2017
	Valley Weekender (Facebook and online)	30 October 2017
CCC December 2017 establishment advertisement	Toowoomba Chronicle	12 December 2017
	Queensland Times	12 December 2017
	Ipswich Advertiser	13 December 2017
	Clifton Courier	13 December 2017
	Pittsworth Sentinel	13 December 2017
	McIntyre Gazette	14 December 2017
	Goondiwindi Argus	13 December 2017
	Beaudesert Times	13 December 2017
	Moreton Border News	15 December 2017
	The Fassifern Guardian	13 December 2017
	Withcott Times	13 December 2017
	Valley Weekender	13 December 2017

Purpose	Publication	Dates
CCC February 2018 meeting notice	Queensland Times	14 February 2018
	Queensland Times	17 February 2018
	Queensland Times	21 February 2018
	Beaudesert Times	15 February 2018
	Moreton Border News	16 February 2018
CCC February 2018 Chairs summary	Queensland Times	7 March 2018
	Beaudesert Times	7 March 2018
	Moreton Border News	9 March 2018
April 2018 field investigations	Queensland Times	4 April 2018
	Toowoomba Chronicle	4 April 2018
	Gatton Star	4 April 2018
	Moreton Border News	6 April 2018
	Valley Weekender	6 April 2018
	Beaudesert Times	4 April 2018
CCC May 2018 meeting notice	Queensland Times	12 May 2018
	Queensland Times	19 May 2018
	Queensland Times	26 May 2018
	Moreton Border News	11 May 2018
	Moreton Border News	18 May 2018
	Moreton Border News	25 May 2018
	Beaudesert Times	16 May 2018
	Beaudesert Times	23 May 2018
	Beaudesert Times	30 May 2018
CCC May 2018 Chairs summary	Queensland Times	16 June 2018
	Moreton Border News	15 June 2018
	Beaudesert Times	13 June 2018
May/June 2018 EIS consultation sessions	Queensland Times	26 May 2018
	Queensland Times	2 June 2018
	Queensland Times	9 June 2018
	Moreton Border News	25 May 2018
	Moreton Border News	1 June 2018
	Moreton Border News	8 June 2018
	Beaudesert Times	23 May 2018
	Beaudesert Times	30 May 2018
	Beaudesert Times	6 June 2018
July 2018 SIA survey advertisement	Toowoomba Chronicle	7 July 2018
	Toowoomba Chronicle	14 July 2018
	High Country Herald	10 July 2018
	High Country Herald	17 July 2018
	Withcott Times	15 July 2018
	Moreton Border News	13 July 2018
	Moreton Border News	20 July 2018
	Fassifern Guardian	11 July 2018
	Fassifern Guardian	18 July 2018
	Queensland Times	11 July 2018
	Queensland Times	18 July 2018
	Beaudesert Times	11 July 2018
	Beaudesert Times	18 July 2018
	Valley Weekender	11 July 2018

Purpose	Publication	Dates
CCC September 2018 meeting notice	Queensland Times	25 August 2018
	Queensland Times	1 September 2018
	Queensland Times	3 September 2018
	Moreton Border News	17 August 2018
	Moreton Border News	24 August 2018
	Moreton Border News	31 August 2018
	Beaudesert Times	15 August 2018
	Beaudesert Times	22 August 2018
	Beaudesert Times	29 August 2018
	Fassifern Guardian	15 August 2018
	Fassifern Guardian	22 August 2018
	Fassifern Guardian	29 August 2018
CCC September 2018 Chairs summary	Queensland Times	22 September 2018
	Moreton Border News	21 September 2018
	Beaudesert Times	26 September 2018
	Fassifern Guardian	26 September 2018
CCC Oct 2018 new member advertisement	Beaudesert Times	24 October 2018
	Beaudesert Times	31 October 2018
	The Fassifern Guardian	31 October 2018
November 2018 info sessions	Beaudesert Times	24 October 2018
	Beaudesert Times	31 October 2018
	Beaudesert Times	7 November 2018
	Queensland Times	24 October 2018
	Queensland Times	29 October 2018
	High Country Herald	24 October 2018
	High Country Herald	31 October 2018
	High Country Herald	14 November 2018
CCC November 2018 meeting notice	Queensland Times	19 November 2018
	Moreton Border News	23 November 2018
	Beaudesert Times	21 November 2018
	Fassifern Guardian	21 November 2018
CCC December 2018 meeting notice	Queensland Times	19 November 2018
	Moreton Border News	23 November 2018
	Beaudesert Times	21 November 2018
	Fassifern Guardian	21 November 2018
CCC December 2018 Chairs summary	Queensland Times	10 December 2018
	Moreton Border News	14 December 2018
	Beaudesert Times	12 December 2018
	Fassifern Guardian	12 December 2018
December 2018 Public Private Partnership (PPP) Roadshow	Fassifern Guardian	5 December 2018
	Queensland Times	1 December 2018
	Queensland Times	5 December 2018
	High Country Herald	5 December 2018

Purpose	Publication	Dates
CCC February 2019 meeting notice	Queensland Times	13 February 2019
	Queensland Times	20 February 2019
	Moreton Border News	15 February 2019
	Moreton Border News	22 February 2019
	Beaudesert Times	13 February 2019
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	Moreton Border News	15 March 2019
	Beaudesert Times	13 March 2019
	Fassifern Guardian	13 March 2019
CCC May 2019 meeting notice	Queensland Times	15 May 2019
	Queensland Times	22 May 2019
	Beaudesert Times	15 May 2019
	Beaudesert Times	22 May 2019
	Fassifern Guardian	15 May 2019
	Fassifern Guardian	22 May 2019
	Moreton Border News	17 May 2019
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	Moreton Border News	14 June 2019
	Beaudesert Times	12 June 2019
	Fassifern Guardian	12 June 2019
May 2019 information sessions	Queensland Times	8 May 2019
	Queensland Times	15 May 2019
	Beaudesert Times	8 May 2019
	Beaudesert Times	15 May 2019
	Fassifern Guardian	8 May 2019
	Fassifern Guardian	15 May 2019
	Moreton Border News	10 May 2019
	Moreton Border News	17 May 2019

The Inland Rail Calvert to Kagaru (C2K) project team will be holding community information sessions in late May to discuss the project and findings relating to the rail alignment, soils, flora and fauna, air quality, noise and vibration, flooding, social impact, land use and property, and heritage both Aboriginal and European.

Please come along to any of these sessions and ask us any questions that you have.

Date	Location	Time
Tuesday 21 May 2019	The Centre, Beaudesert	4.00 pm – 7.00 pm
Wednesday 22 May 2019	Girl Guides Hall, Rosewood	4.00 pm – 7.00 pm
Thursday 23 May 2019	Peak Crossing Hall, Peak Crossing	2.00 pm – 4.00 pm
Friday 24 May 2019	Purga Community Hall, Purga	4.00 pm – 7.00 pm
Saturday 25 May 2019	Peak Crossing Hall, Peak Crossing	9.00 am – 12.00 pm

Please visit inlandrail.artc.com.au/C2K for more details.

1800 732 761

inlandrailqld@artc.com.au

ARTC Inland Rail, GPO Box 2462, Brisbane 4000

ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

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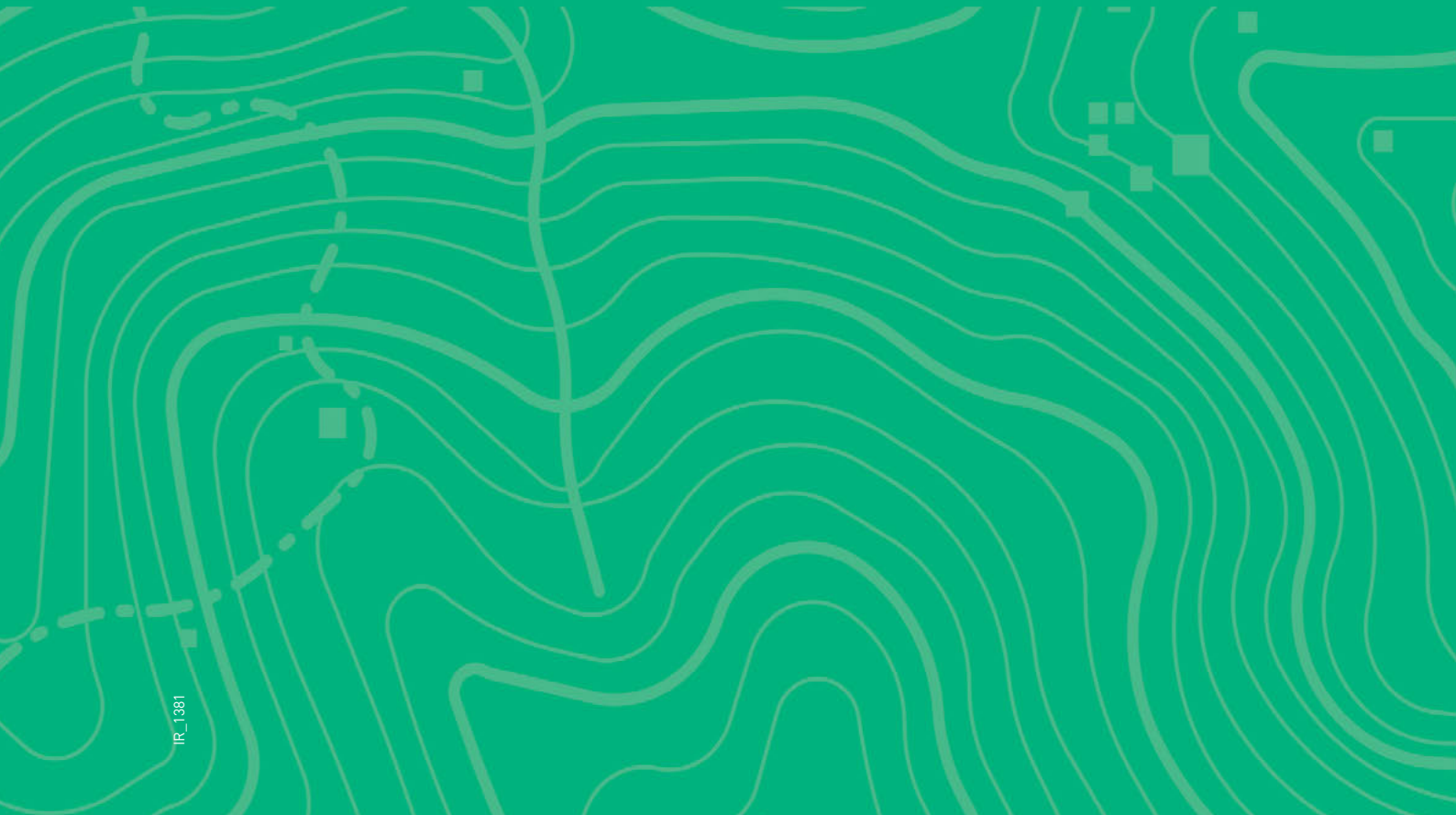
APPENDIX C

Consultation Report

Appendix F Project web pages, interactive map and alignment fly-through

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



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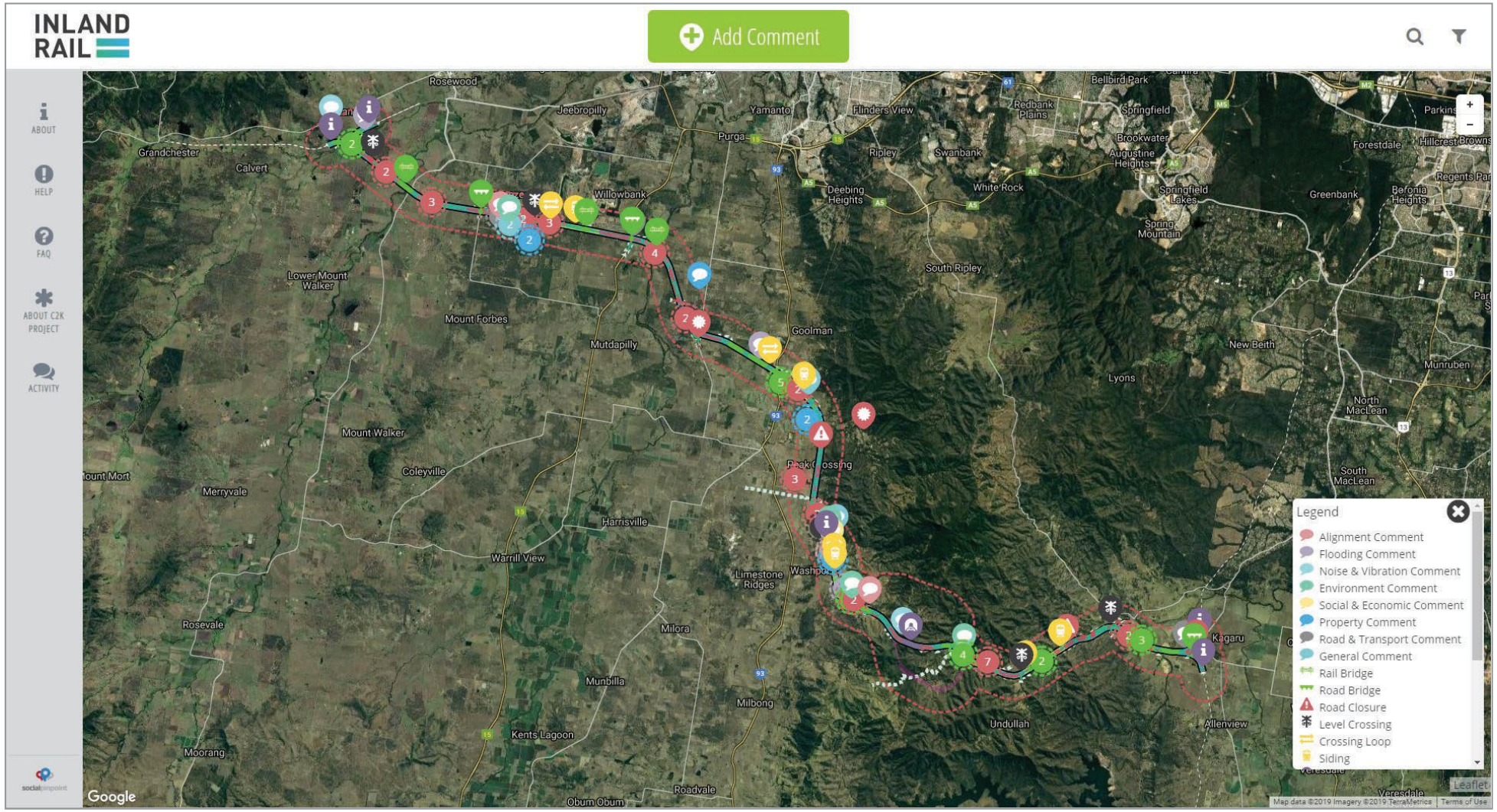
Calvert to Kagaru Project webpage - **inlandrail.artc.com.au/C2K**

Calvert to Kagaru Project Interactive Map - **maps.inlandrail.com.au/c2k**



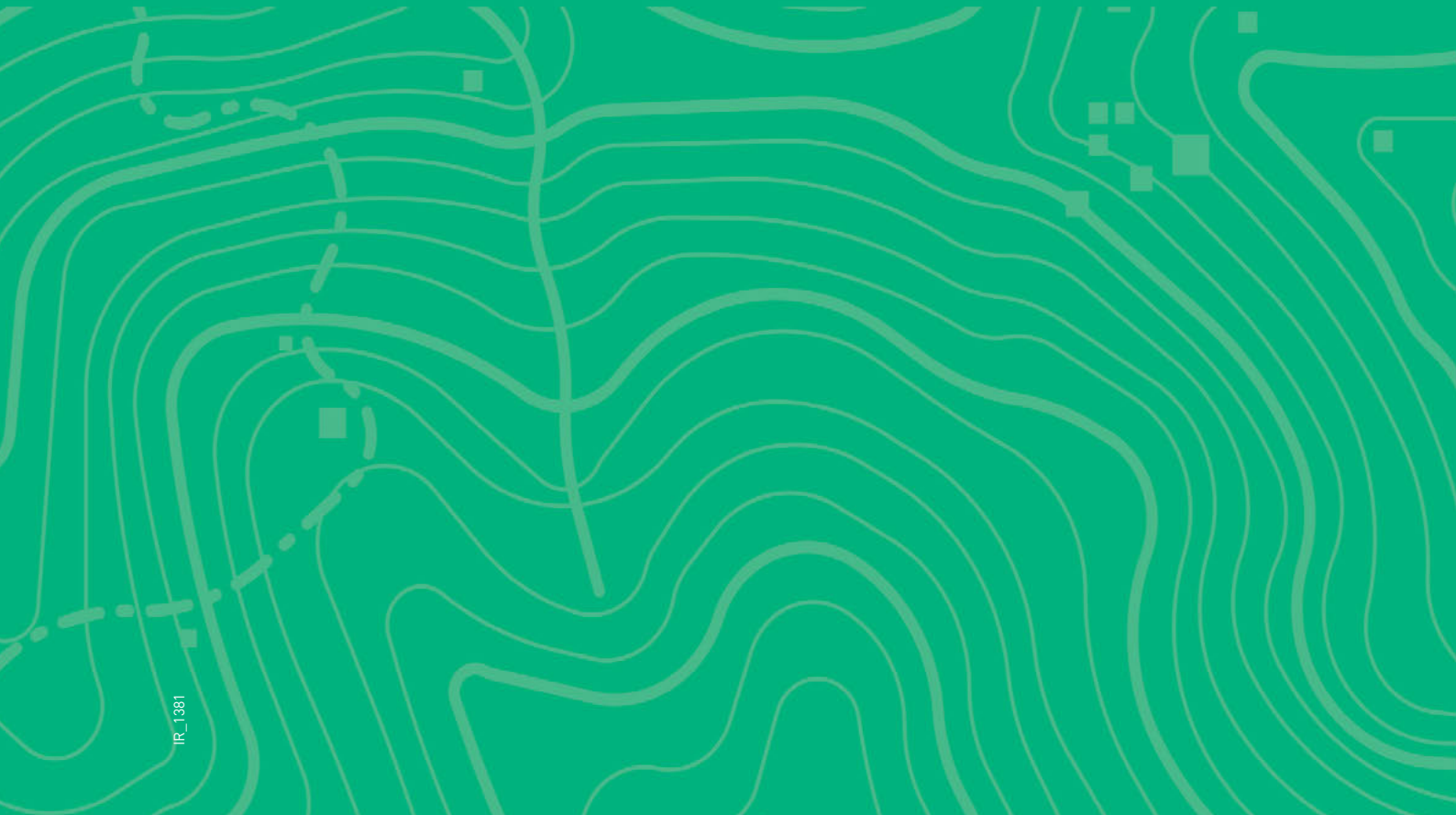
Calvert to Kagaru Project Alignment Fly Through – **youtu.be/Sv2cLgevpog**

APPENDIX C

Consultation Report

Appendix G C2K Community feedback form

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



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INLAND RAIL

Peak Crossing Hall, Peak Crossing

1. Would you be interested in commenting on the draft Environmental Impact Statement when it is released?

☐ Yes – please continue to question 2

☐ No – please continue to question 3.

2. Which topics of the EIS are you most interested in? Please tick.

TOPIC	WHAT SPECIFICALLY ARE YOU INTERESTED IN?
Air quality	
Cultural Heritage	
Economic	
Flooding and surface water	
Flora and Fauna	
Groundwater	
Hazard and risk	
Noise	
Land Use and Tenure	
Proposed Alignment	
Social Impact	
Soils (Land resources	
Stakeholder Engagement	

3. **Please rate the effectiveness of Inland Rail communication for Calvert to Kagaru:**

The information I received today is:

VERY EFFECTIVE	EFFECTIVE	NEUTRAL	NOT EFFECTIVE	DON'T KNOW

The frequency of community engagement is:

VERY EFFECTIVE	EFFECTIVE	NEUTRAL	NOT EFFECTIVE	DON'T KNOW

How would you like to receive information about the project in the future? (Please tick as many as you like).

NEWSLETTERS	EMAIL UPDATES	ADVERTISING IN NEWSPAPERS	INFORMATION DISPLAYS	DIRECT LETTER

How did you hear about the session? (Please select).

PROJECT NEWSLETTER	EMAIL UPDATE	ADVERTISEMENT	RADIO	DIRECT LETTER	

How can Inland Rail minimise impacts to the community?

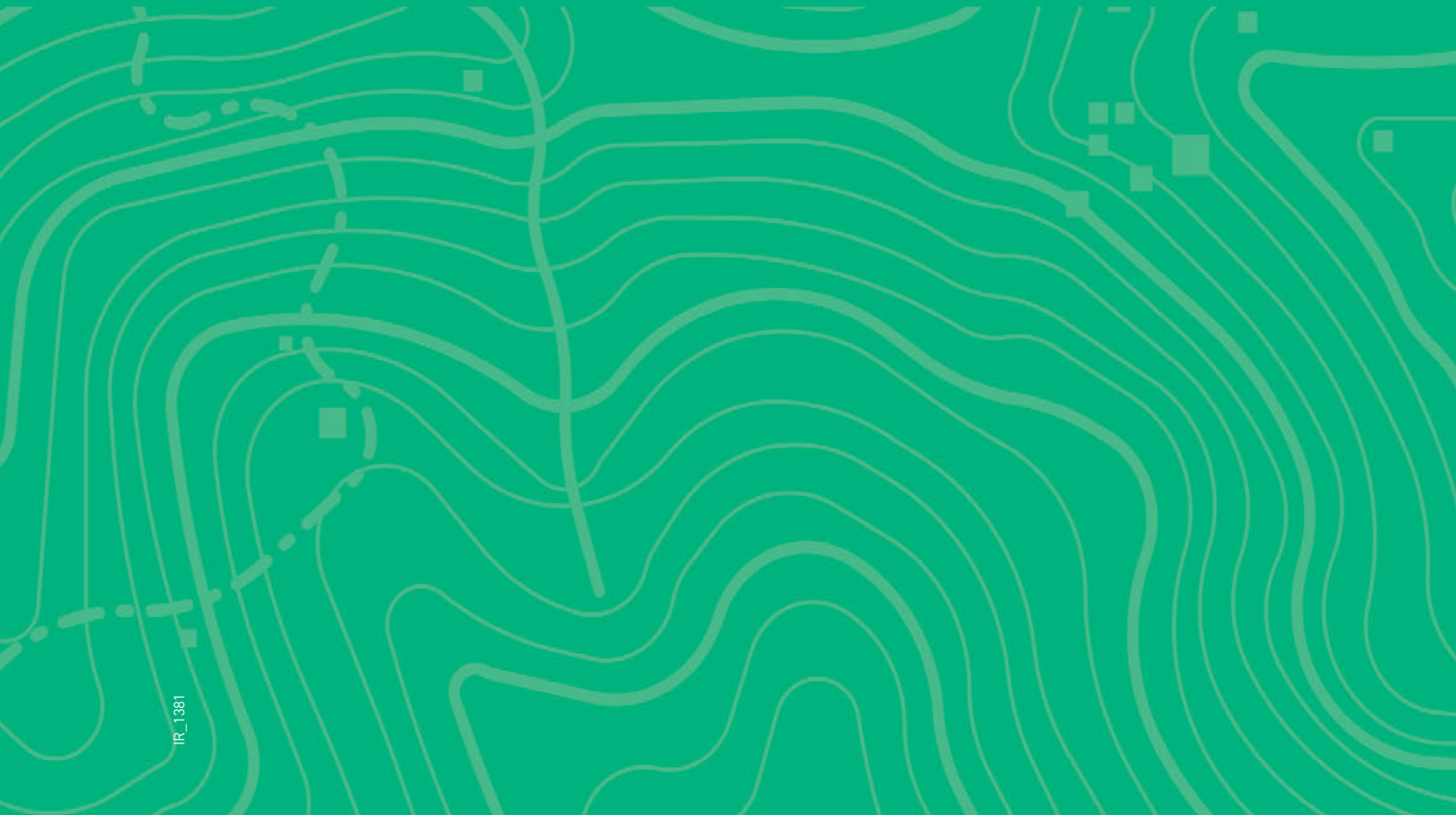
If you would like to complete this form and return it to us later please email: InlandRailQLD@ARTC.com.au

APPENDIX C

Consultation Report

Appendix H Social media posts

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



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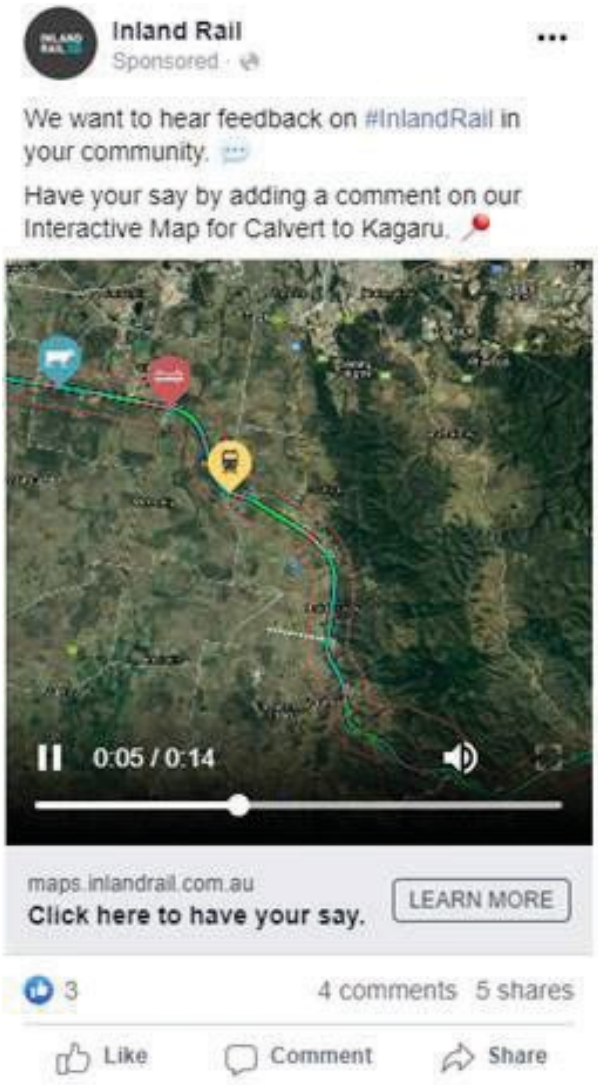
Inland Rail
Sponsored
Inland Rail is committed to working with communities and landowners as a vital part of our planning and consultation process. We're holding Community Info Sessions from 21 May - 25 May within our Calvert to Kagaru (C2K) project area. Come along and meet our team, find out more about their environmental studies and ask your questions! For info on dates, times and locations, head to our website.
INLAND RAIL
COMMUNITY
INFO SESSIONS
CALVERT TO KAGARU
21-25 MAY
INLANDRAIL.ARTC.COM.AU
Community info sessions | Calvert to Kagaru
Learn More

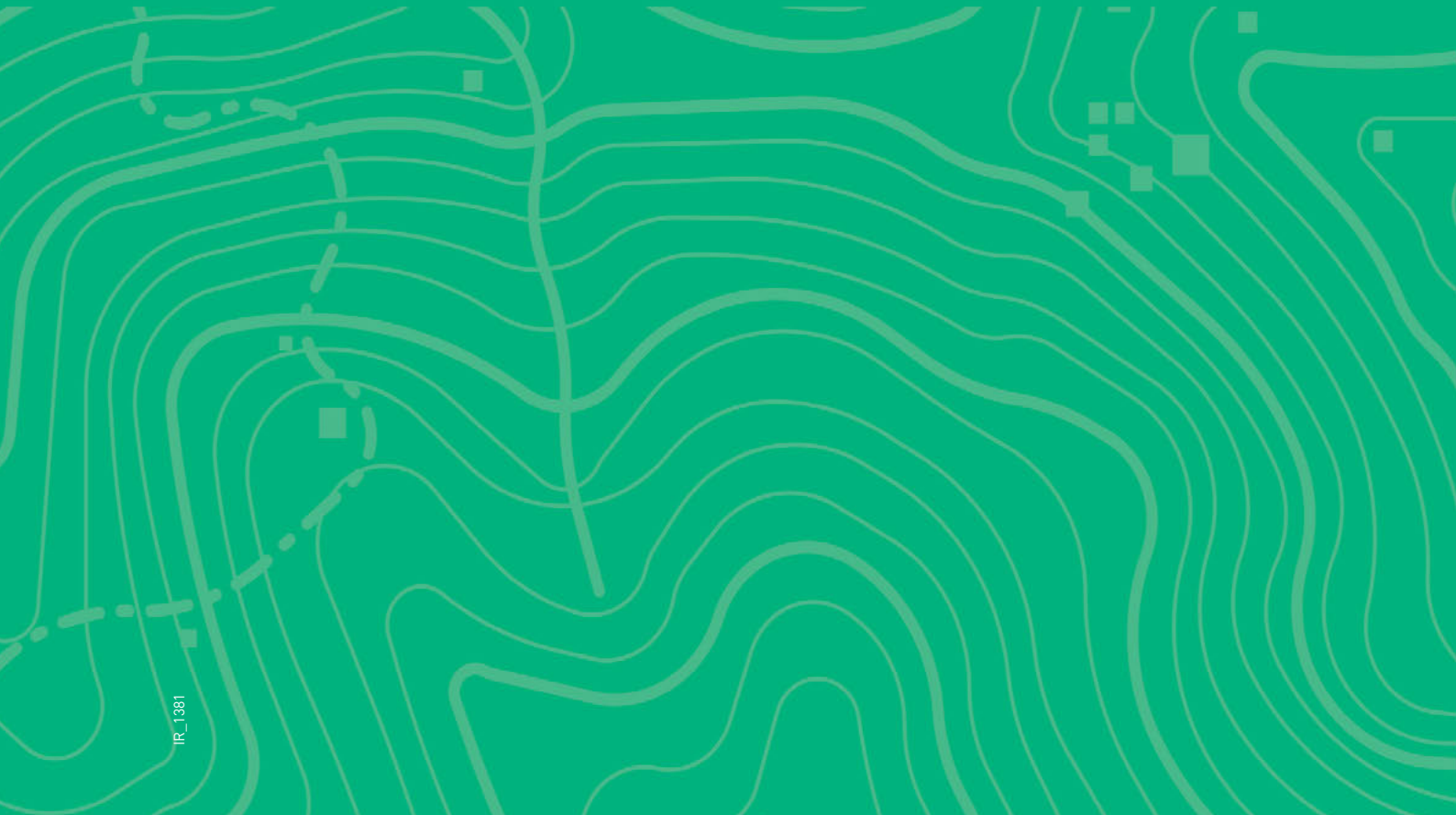

Inland Rail
Sponsored
We want to hear feedback on #InlandRail in your community.
Have your say by adding a comment on our Interactive Map for Calvert to Kagaru.
0:05 / 0:14
maps.inlandrail.com.au
Click here to have your say.
LEARN MORE
3
4 comments 5 shares
Like
Comment
Share

APPENDIX C

Consultation Report

Appendix I Queensland State Government briefings and meetings

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



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Agency	Purpose	Location	Date / time	Attendance
Office of the Coordinator-General	Meeting to discuss flora and fauna impact assessment methodology	Brisbane	12.30 pm–2.00 pm 14 September 2017	Office of Coordinator-General DES ARTC
Office of the Coordinator-General	Monthly EIS process meeting	Brisbane	Monthly through EIS preparation	Office of Coordinator-General ARTC
Office of the Coordinator-General	Meeting to discuss SIA methodology, study area, key stakeholders and other considerations	Brisbane	1.30 pm–3.00 pm 8 June 2018	Office of Coordinator-General ARTC
Office of the Coordinator-General	Meeting to discuss economic impact assessment methodology	Brisbane	12.30 pm–1.30 pm 30 October 2018	Office of Coordinator-General, DSDMIP, ARTC
Office of the Coordinator-General	EIS process meeting	Brisbane	11.00 am–12.00 pm 26 February 2019	Office of Coordinator-General ARTC
Office of the Coordinator-General	Technical Advisory Group—Social	Brisbane	1.00 pm– 4.00 pm 2 July 2019	QFES, DESBT, Office of Coordinator-General, DSDIMP, Ambulance DHPW, DTMR, Queensland Health, LVRC, ICC, SRRC, QPS, DATSIP
Office of the Coordinator-General	Technical Advisory Group—Social (Local Government Focus)	Brisbane	10.00 am–11.30 am 18 July 2019	Office of Coordinator-General, ICC, LVRC, SRRC, DSDMIP
Office of the Coordinator-General	Technical Advisory Group—Ecology	Brisbane	12.30 pm–2.00 pm 21 June 2019	DES, DSDMIP, Office of Coordinator-General
Office of the Coordinator-General	Technical Advisory Group—Air	Brisbane	10.00 am–11.30 am 24 May 2019	Office of Coordinator-General, Queensland Health, DES, DTMR, ARTC
Office of the Coordinator-General	Technical Advisory Group—Noise	Brisbane	9.30 am–11.00 am 27 May 2019	Office of Coordinator-General, DES, Queensland Health, DTMR, ARTC

Agency	Purpose	Location	Date / time	Attendance
Office of the Coordinator-General	Bromelton State Development Area (SDA)	Brisbane	11.00 am– 12.00 pm 21 June 2019	Office of Coordinator-General (Project Delivery) Office of Coordinator-General (SDAs)
Office of the Coordinator-General	G2K Project EIS monthly update	Brisbane	11.00 am–12.00 pm 24 September 2019	Office of Coordinator-General ARTC
Office of the Coordinator-General	Meeting to discuss EIS process for G2K Projects	Brisbane	11.00 am–12.00 pm 26 November 2019	Office of Coordinator-General ARTC
Office of the Coordinator-General	Meeting to discuss Inland Rail interactions with QLD councils	Brisbane	10.30 am–12.00 pm 14 January 2020	Office of Coordinator-General ARTC
Office of the Coordinator-General	Meeting with OCG to discuss communications and schedule	Brisbane	11.30 am–12.30 pm 28 May 2020	Office of Coordinator-General ARTC
Office of the Coordinator-General	Meeting to discuss comments line-by-line and scheduling	Brisbane	2.00 pm–4.00 pm 13 August 2020	Office of Coordinator-General ARTC
Economic Development Queensland	Willowbank Industrial Estate. Discuss proposed rail connection and proposed Cunningham Highway crossing	Brisbane	11.00 am–12.30 pm 13 August 2018	EDQ, ARTC 14 attendees
Department of State Development, Manufacturing, Infrastructure and Planning	Ebenezer earthworks workshop	Brisbane	8.00 am–1.30 pm 1 February 2017	DSDMIP, ARTC 5 attendees
Department of State Development, Manufacturing, Infrastructure and Planning	Willowbank intermodal facility discussion	Brisbane	1.00 pm–1.30 pm 10 April 2018	DSDMIP, ARTC 5 attendees
Department of State Development, Manufacturing, Infrastructure and Planning	Operational works drawings, KMZ of the development area, Offset strategy Drawings/sketches of the proposed utilities crossing the SFRC corridor	Brisbane	1.30 pm–2.30 pm 22 October 2018	DSDMIP, ARTC 5 attendees
Department of State Development, Manufacturing, Infrastructure and Planning	Willowbank Services Crossing—details of services required across the Project	Brisbane	11.30 am–12.30 pm 25 March 2019	DSDMIP, ARTC 5 attendees
Queensland Rail	Digital workshop/presentation	Brisbane	10.00 am–12.00 pm 9 April 2020	ARTC, QR 23 invitees

Agency	Purpose	Location	Date / time	Attendance
Queensland Rail	Meeting to discuss the agreed responsibilities of each of the parties in the proposed QR Asset Assurance framework	Brisbane	10.00 am–11.30 pm 14 May 2020	ARTC, QR 9 invitees
Queensland Rail	▸ Meeting with QR about strategy for shared level crossings, ensure rail safety obligations are met and that both parties requirements are met during operation and construction ▸ Meeting to work through agreed roles and responsibilities	Brisbane	3.00 pm–4.00 pm 26 May 2020	ARTC, QR 28 invitees
Queensland Rail	Meeting with Technical Working Group to discuss discipline requirements, standards and specification	Brisbane	1.00 pm–2.00 pm 29 June 2020	ARTC, QR 28 invitees
Queensland Rail	Meeting to discuss the planning and design of the QR enabling work	Brisbane	9.30 am–11.00 am 29 July 2020	ARTC, QR 6 invitees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss technical information requests, access to rail corridor and DTMR owned property and an update of the Project	Brisbane	2.00 pm– 3.00 pm 6 February 2018	ARTC, DTMR, QR 7 Attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, tunnel alignment and EIS	Brisbane	2.00 pm–3.00 pm 6 March 2018	ARTC, DTMR, QR 9 Attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, site investigations, EIS and multi-criteria assessment (MCA) for tunnel	Brisbane	2.00 pm–3.00 pm 3 April 2018	ARTC, DTMR, QR 6 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, site investigations on hold, EIS engagement sessions and alignment of tunnel	Brisbane	2.00 pm–3.00 pm 17 April 2018	ARTC, DTMR, QR 7 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, site investigations on hold, EIS engagement sessions and planned data collection sessions	Brisbane	2.00 pm–3.00 pm 1 May 2018	ARTC, DTMR, QR 8 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, community consultation sessions and ownership of road structures post construction	Brisbane	2.00 pm–3.00 pm 15 May 2018	ARTC, DTMR, QR 5 attendees

Agency	Purpose	Location	Date / time	Attendance
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, status of alignment, Woolooman (Teviot) tunnel is preferred Project tunnel alignment based on MCA	Brisbane	2.00 pm–3.00 pm 29 May 2018	ARTC, DTMR, QR 9 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR-owned property and project update	Brisbane	2.00 pm–3.00 pm 26 June 2018	ARTC, DTMR, QR 8 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR-owned property, design, EIS, geotechnical site investigations and impacted landholders	Brisbane	2.00pm–3.00pm 7 August 2018	ARTC, DTMR, QR 9 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, design, early EIS methodology and information packs for updated alignment work, impacted properties and geotechnical investigation activities.	Brisbane	2.00pm–3.00pm 21 August 2018	ARTC, DTMR, QR 10 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, status of design, EIS, status of interactive mapping tool on IR website, CCC and update of discussions with geotechnical investigation property owners.	Brisbane	2.00pm–3.00pm 30 October 2018	ARTC, DTMR, QR 10 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, status of design, EIS and geotechnical site investigations.	Brisbane	2.00pm–3.00pm 13 November 2018	ARTC, DTMR, QR 9 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, road–rail interfaces consultation with local governments, commencing of utility investigations, status of design, MCA workshop on alignment options and geotechnical site investigations	Brisbane	2.00pm–3.00pm 27 November 2018	ARTC, DTMR, QR 13 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, update of design, land acquisition strategy and update of EIS.	Brisbane	2.00pm–3.00pm 2 April 2019	ARTC, DTMR, QR 9 attendees
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR-owned property, status of design, status update of geotechnical investigations and an update of EIS	Brisbane	2.00 pm–3.00 pm 25 June 2019	ARTC, DTMR, QR 11 attendees

Agency	Purpose	Location	Date / time	Attendance
Queensland Rail and DTMR	Meeting with Corridor Working Group Qld to discuss access to rail corridor and DTMR owned property, status update of EIS, ongoing consultation with CCC, road design items with local governments and update of geotechnical investigations	Brisbane	2.00 pm–3.00 pm 23 July 2019	ARTC, DTMR, QR 6 attendees
Queensland Rail and DTMR	Meeting with QR and DTMR to discuss governance, engagement, confirm ways of working, key forums and agreements	Brisbane	1.00 pm–2.00 pm 16 June 2020	ARTC, QR 9 invitees
Queensland Rail and DTMR	Fortnightly meeting to work through work through technical principles	Brisbane	12.30 pm–2.00 pm 13 August 2020	ARTC, DTMR, QR 11 invitees
Queensland Rail and DTMR	Fortnightly meeting to work through work through technical principles	Brisbane	12.30 pm–2.00 pm 27 August 2020	ARTC, DTMR, QR 11 attendees
Queensland Rail and DTMR	Fortnightly meeting to work through work through technical principles	Brisbane	12.30 pm–2.00 pm 10 September 2020	ARTC, DTMR, QR 11 attendees
DTMR	Meeting with Technical Working Group Qld to discuss ARTC road–rail crossing strategy and EIS approach	Brisbane	2.00 pm–3.00 pm 24 November 2016	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to discuss funding approval of IR Project by Australian Government, road–rail interfaces and schedule for 2017	Brisbane	2.00 pm–3.00 pm 11 January 2017	ARTC, DTMR 8 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals and the Project status	Brisbane	2.00 pm–3.00 pm 5 April 2017	ARTC, DTMR 5 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, cultural heritage agreements and the Project status	Brisbane	2.00 pm–3.00 pm 19 April 2017	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, land access agreements and the Project status.	Brisbane	2.00 pm–3.00 pm 5 May 2017	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals and the Project status	Brisbane	2.00 pm–3.00 pm 17 May 2017	ARTC, DTMR 8 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, Program update, property acquisition and the Project status	Brisbane	2.00 pm–3.00 pm 31 May 2017	ARTC, DTMR 6 attendees

Agency	Purpose	Location	Date / time	Attendance
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, early property acquisition and the Project status	Brisbane	2.00 pm–3.00 pm 28 June 2017	ARTC, DTMR 6 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement, primary approvals, PPP strategy and the Project status	Brisbane	2.00pm–3.00 pm 12 July 2017	ARTC, DTMR 8 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on community engagement activities, primary approvals, early property acquisition, geotechnical investigations, and the Project status	Brisbane	2.00 pm–3.00 pm 9 August 2017	ARTC, DTMR 9 attendees
DTMR	Meeting with Technical Working Group Qld to community engagement plan, draft Terms of Reference and a Program update	Brisbane	2.00 pm–3.00 pm 30 August 2017	ARTC, DTMR 10 attendees
DTMR	Meeting with Technical Working Group Qld to discuss draft Terms of Reference release, land access agreements, Program update and commencement of environmental studies for the Project	Brisbane	2.00 pm–3.00 pm 11 September 2017	ARTC, DTMR 8 attendees
DTMR	Meeting with Technical Working Group Qld to discuss community engagement activities, approvals and Program update	Brisbane	2.00 pm–3.00 pm 27 September 2017	ARTC, DTMR 7 attendees
DTMR	Meeting with Technical Working Group Qld to provide an update on the ToR, community engagement activities, approvals and the status of the Program	Brisbane	2.00 pm–3.00 pm 11 October 2017	ARTC, DTMR, QR 9 attendees
DTMR	Meeting with DTMR Property to discuss ARTC proposed treatment methodology on DTMR property	Brisbane	27 September 2018	ARTC, DTMR 14 attendees
DTMR	Meeting with DTMR Technical Design to discuss road design, road rail interfaces, DTMR traffic counts and an update from FFJV	Brisbane	12 October 2018	ARTC, DTMR, FFJV 16 attendees
DTMR	Meeting with DTMR Technical Design to discuss an overview of the project, technical design items, road rail interfaces, impacted properties and land acquisition deed	Brisbane	31 January 2019	ARTC, DTMR 14 attendees
DTMR	Meeting with DTMR South Coast Region to introduce the C2K Project	Brisbane	2.30 pm – 4.00 pm 12 February 2019	ARTC, DTMR
DTMR	Digital workshop/presentation	Brisbane	9.00 am – 11.00 am 26 March 2020	ARTC, DTMR 17 invitees
DTMR	Meeting to discuss property resumption staging and land access	Brisbane	12.00 pm – 1.00 pm 7 April 2020	ARTC, DTMR 13 invitees

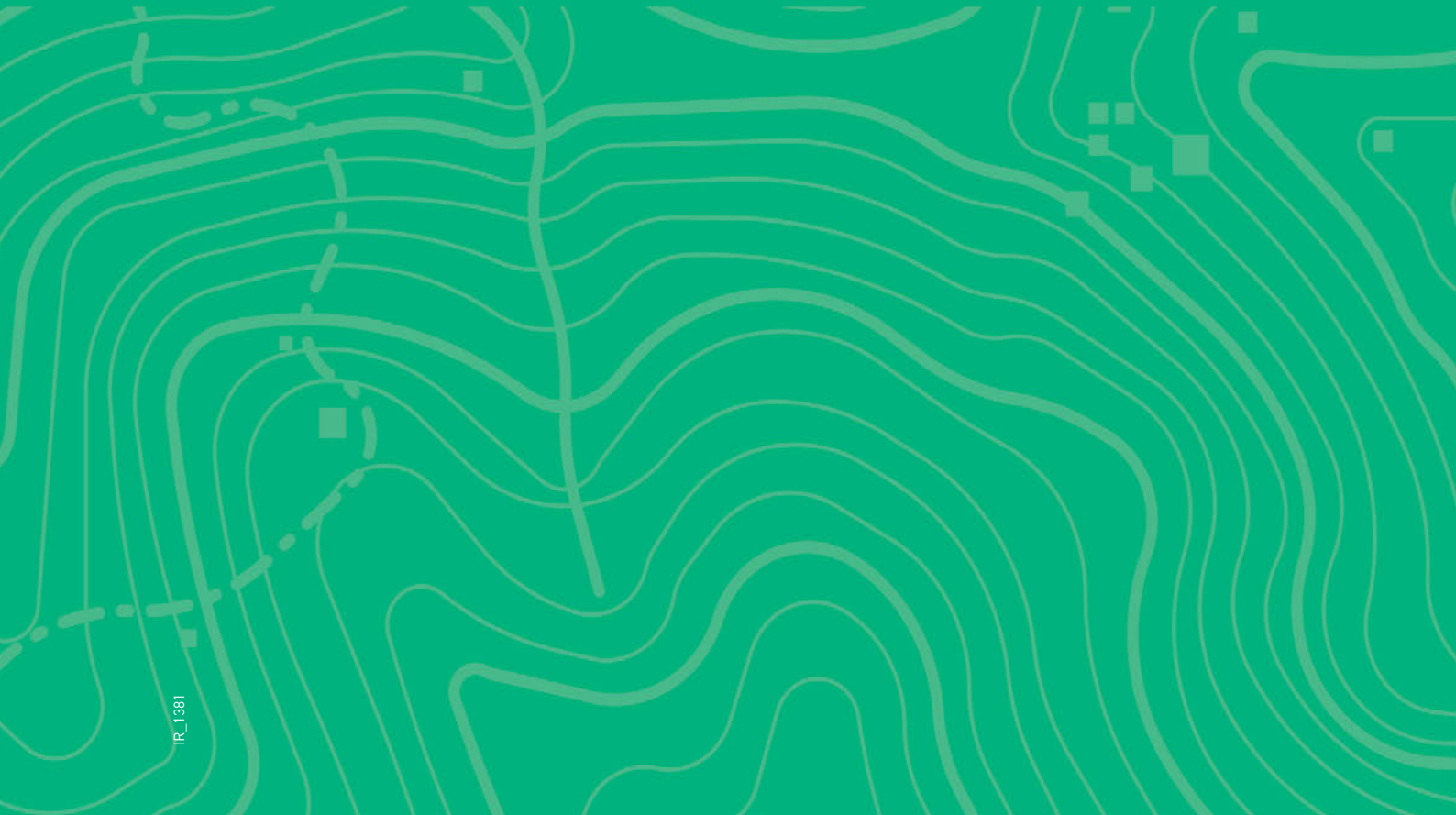
Agency	Purpose	Location	Date / time	Attendance
DTMR	Meeting to discuss property resumption staging and land access	Brisbane	12.00 pm – 1.00 pm 28 April 2020	ARTC, DTMR 13 invitees
DTMR	Meeting to discuss property resumption staging and land access	Brisbane	12.00 pm – 1.00 pm 12 May 2020	ARTC, DTMR 13 invitees
DTMR	Meeting with DTMR to discuss the latest schedule	Brisbane	12.00 pm – 1.00 pm 18 June 2020	ARTC, DTMR 14 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00 pm – 1.00 pm 23 June 2020	ARTC, DTMR 13 invitees
DTMR	Meeting with DTMR to work through and close out comments	Brisbane	2.00 pm – 3.00 pm 23 June 2020	ARTC, DTMR 12 invitees
DTMR	Presentation by DTMR on Land Resumption Process	Brisbane	2.30 pm – 4.00 pm 25 June 2020	ARTC, DTMR 26 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00 pm – 1.00 pm 7 July 2020	ARTC, DTMR 13 invitees
DTMR	Meeting with DTMR to work through and close out comments	Brisbane	2.00 pm – 3.00 pm 7 July 2020	ARTC, DTMR 12 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00 pm – 1.00 pm 14 July 2020	ARTC, DTMR 13 invitees
DTMR	Meeting to discuss Project	Brisbane	2.00 pm – 3.00 pm 14 July 2020	ARTC, DTMR 15 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00 pm – 1.00 pm 28 July 2020	ARTC, DTMR 13 invitees
DTMR	Meeting to discuss Project	Brisbane	2.00 pm – 3.00 pm 28 July 2020	ARTC, DTMR 15 invitees
DTMR	Meeting to discuss schedule, property resumption and land access	Brisbane	12.00 pm – 1.00 pm 4 August 2020	ARTC, DTMR 9 invitees
DTMR	Meeting with DTMR to work through and close out comments to Project Specification and Technical Requirements (PSTR)	Brisbane	2.00 pm – 3.00 pm 4 August 2020	ARTC, DTMR 12 invitees
DTMR	Meeting to discuss Project	Brisbane	2.00 pm – 3.00 pm 11 August 2020	ARTC, DTMR 15 invitees
DTMR	Meeting to discuss State land roles and responsibilities following DTMR's meeting with DNRME	Brisbane	12.00 pm – 1.00 pm 18 August 2020	ARTC, DTMR 15 invitees
DTMR	Meeting with DTMR to work through and close out comments to PSTR	Brisbane	2.00 pm – 3.00 pm 18 August 2020	ARTC, DTMR 12 invitees
DTMR	Fortnightly meeting with DTMR to discuss Minimum Technical Requirements	Brisbane	2.00 pm – 3.00 pm 25 August 2020	ARTC, DTMR 14 invitees
DTMR	DTMR Meeting with DTMR to discuss Minimum Technical Requirements	Brisbane	9.00 am – 10.00 am 4 September 2020	ARTC, DTMR

APPENDIX C

Consultation Report

Appendix J Council briefings and meetings

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



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Council	Purpose	Location	Date	Attendance
Ipswich City Council	Meeting to discuss Project road design	ICC Hayden Centre, 37 South St, Ipswich	28 August 2018	ICC, FFJV and ARTC (9)
Ipswich City Council	Meeting to discuss Project road design	ICC Hayden Centre, 37 South St, Ipswich	26 September 2018	ICC, FFJV and ARTC (9)
Ipswich City Council	Meeting to discuss technical design items and flooding report	ICC Hayden Centre, 37 South St, Ipswich	1 November 2018	ICC, FFJV and ARTC (8)
Ipswich City Council	Meeting to discuss technical design items hydrology report and Project Scope and Technical Requirements process	ICC Hayden Centre, 37 South St, Ipswich	24 January 2019	ICC and ARTC (6)
Ipswich City Council	Meeting to discuss technical design items	ICC Hayden Centre, 37 South St, Ipswich	27 February 2019	ICC and ARTC (5)
Ipswich City Council	Meeting to discuss technical design items Meeting to discuss flooding	ICC Hayden Centre, 37 South St, Ipswich	16 May 2019	ICC and ARTC (5)
Ipswich City Council	Meeting to discuss technical design items	ICC Hayden Centre, 37 South St, Ipswich	28 June 2019	ICC and ARTC (6)
Ipswich City Council	Meeting to discuss technical design and flooding	ICC Hayden Centre, 37 South St, Ipswich	19 July 2019	ICC and ARTC (6)
Ipswich City Council	Meeting to discuss business capability and skills	IGIC Building 50 South Street	2 August 2019	ICC (4)
Ipswich City Council	Invitation to industry briefing	The Stamford Plaza 39 Edward Street, Brisbane	8 October 2019	Dial-in option provided in lieu of attendance.
Ipswich City Council	Meeting to discuss level crossings, maintenance boundaries and assets with council.	ICC Hayden Centre 37 South St, Ipswich	21 November 2019	ICC and ARTC (6)
Ipswich City Council	Level crossing presentation. Methodology to determine proposed treatments at all C2K and H2C interfaces. Traffic assumptions reviewed in Transport Impact Assessment. Project updates for C2K and H2C.	ICC Hayden Centre 37 South St, Ipswich	16 January 2020	ICC and ARTC (10)
Ipswich City Council	Road–rail interface meeting	ICC Hayden Centre 37 South St, Ipswich	24 January 2020	ICC and ARTC (6)
Ipswich City Council	C2K Project update. Scenic Rim CCC update. Commercial deeds discussion.	ICC Hayden Centre 37 South St, Ipswich	20 February 2020	ICC and ARTC (5)
Ipswich City Council	Project update. Scenic Rim CCC appointed. Ipswich Council members, sponsorships and donations program. Draft EIS update.	Emailed written update in lieu of meeting	1 May 2020	Sent to ICC working group
Ipswich City Council	Shared draft communications plan for public notification for input. Flood panel review update. Request to present to Ipswich Councillors. Draft EIS update.	Skype phone call	18 June 2020	ICC and ARTC (7)

Council	Purpose	Location	Date	Attendance
Ipswich City Council	Local roads and reserves land acquisition footprint—ICC.	Skype phone call	15 July 2020	ICC and ARTC (10)
Ipswich City Council	Project Specification and Technical Requirements (PSTR update). Invited ICC to present at CCC. Paynes Road design changes. ARTC property team to work closely with ICC property team. Draft EIS update.	Skype phone call	16 July 2020	ICC and ARTC (8)
Ipswich City Council	Presentation to Ipswich Councillors about Inland Rail Program, C2K Project, H2C project, social performance and key concerns for each project.	The Ipswich Civic Centre	11 August 2020	Ipswich Councillors, Ipswich Council team members and ARTC
Scenic Rim Regional Council	Council and community awareness of project. Inland Rail as a project. SRRC interests.	Boonah Administration Centre, 70 High Street, Boonah	29 June 2018	SRRC and ARTC (10)
Scenic Rim Regional Council	Meeting to road design criteria	SRRC Office, 82 Beaudesert Rd, Beaudesert	16 August 2018	SRRC, FFJV and ARTC (6)
Scenic Rim Regional Council	Meeting to discuss technical design items	SRRC Office, 82 Beaudesert Rd, Beaudesert	30 August 2018	SRRC, FFJV and ARTC (3)
Scenic Rim Regional Council	Meeting to discuss technical design items	SRRC Office, 82 Beaudesert Rd, Beaudesert	27 September 2018	SRRC, FFJV and ARTC (10)
Scenic Rim Regional Council	SIA engagement with community and economic representatives	SRRC Office, 82 Beaudesert Rd, Beaudesert	23 October 2018	SRRC, FFJV and ARTC (5)
Scenic Rim Regional Council	Meeting to discuss technical design items and PSTR process	SRRC Office, 82 Beaudesert Rd, Beaudesert	8 November 2018	SRRC, FFJV and ARTC (5)
Scenic Rim Regional Council	Meeting to discuss technical design items, hydrology and flooding EIS Status Update	SRRC Office,82 Beaudesert Rd, Beaudesert	22 January 2019	SRRC, FFJV and ARTC (7)
Scenic Rim Regional Council	Meeting to discuss technical design items Meeting to discuss EIS	SRRC Office, 82 Beaudesert Rd, Beaudesert	22 February 2019	SRRC and ARTC (7)
Scenic Rim Regional Council	Meeting to discuss technical design items and PSTR process	SRRC Office, 82 Beaudesert Rd, Beaudesert	12 April 2019	SRRC and ARTC (6)
Scenic Rim Regional Council	Meeting to discuss technical design items Meeting to discuss PSTR process	SRRC Office, 82 Beaudesert Rd, Beaudesert	9 May 2019	SRRC and ARTC (5)
Scenic Rim Regional Council	Updated Scenic Rim Chambers (councillors) about C2K, EIS progress, the social performance plan, consultation plan, and probity.	SRRC Office, 82 Beaudesert Rd, Beaudesert	16 May 2019	SRRC and ARTC (20)

Council	Purpose	Location	Date	Attendance
Scenic Rim Regional Council	Meeting to discuss technical design items	SRRC Office, 82 Beaudesert Rd, Beaudesert	28 May 2019	SRRC and ARTC (4)
Scenic Rim Regional Council	Meeting to discuss business participation and skills	SRRC Office, 82 Beaudesert Rd, Beaudesert	14 June 2019	SRRC and ARTC (5)
Scenic Rim Regional Council	Meeting to discuss technical design items	SRRC Office, 82 Beaudesert Rd, Beaudesert	28 June 2019	SRRC and ARTC (6)
Scenic Rim Regional Council	Social performance workshop	117 Brisbane Street, Ipswich	18 July 2019	ICC, ARTC, Office of Coordinator-General, SRRC, DSDMIP, LVRC
Scenic Rim Regional Council	Draft EIS submitted for review. Public–private partnership. Social performance and community update for public consultation planning.	SRRC Office, 82 Beaudesert Rd, Beaudesert	17 October 2019	SRRC and ARTC (8)
Scenic Rim Regional Council	Presentation to councillors on level crossings, road–rail interfaces.	SRRC Office, 82 Beaudesert Rd, Beaudesert	22 October 2019	SRRC and ARTC (20)
Scenic Rim Regional Council	Draft EIS update. Social Performance team working with SWQ in Scenic Rim region.	Microsoft Teams	30 April 2020	SRRC and ARTC (8)
Scenic Rim Regional Council	Meeting to discuss potential skills development initiatives	Microsoft Teams	1 May 2020	SRRC and ARTC (5)
Scenic Rim Regional Council	Inland Rail presentation to councillors.	Beaudesert Cultural Centre	23 June 2020	SRRC and ARTC (20)
Scenic Rim Regional Council	Meeting to discuss potential skills development initiatives	Microsoft Teams	2 July 2020	SRRC and ARTC (3)
Scenic Rim Regional Council	Deputy Mayor Duncan McInnes presented Councils position on Inland Rail. Good for national economy with concerns on level crossings.	Boonah Golf Club	16 July 2020	SRRC, CCC, ARTC and community members (30)
Logan City Council	Meeting to discuss overall Inland Rail Program and the status of the Calvert to Kagaru rail alignment hydrology and EIS	LCC Office, 150 Wembley Road, Logan Central	26 November 2019	LCC and ARTC (10)
Logan City Council	Confidentiality agreements. K2ARB and C2K project updates. Working on draft EIS again. Scenic Rim CCC membership up for renewal.	LCC Office, 150 Wembley Road, Logan Central	5 December 2019	LCC and ARTC (15)
Logan City Council	Meeting to update status of the Project, technical design items, status of EIS	LCC Office, 150 Wembley Road, Logan Central	22 January 2019	LCC, FFJV and ARTC (16)
Logan City Council	Meeting to update status of the Project, technical design items, EIS, PSTR Documentation	LCC Office, 150 Wembley Road, Logan Central	22 February 2019	LCC and ARTC (15)

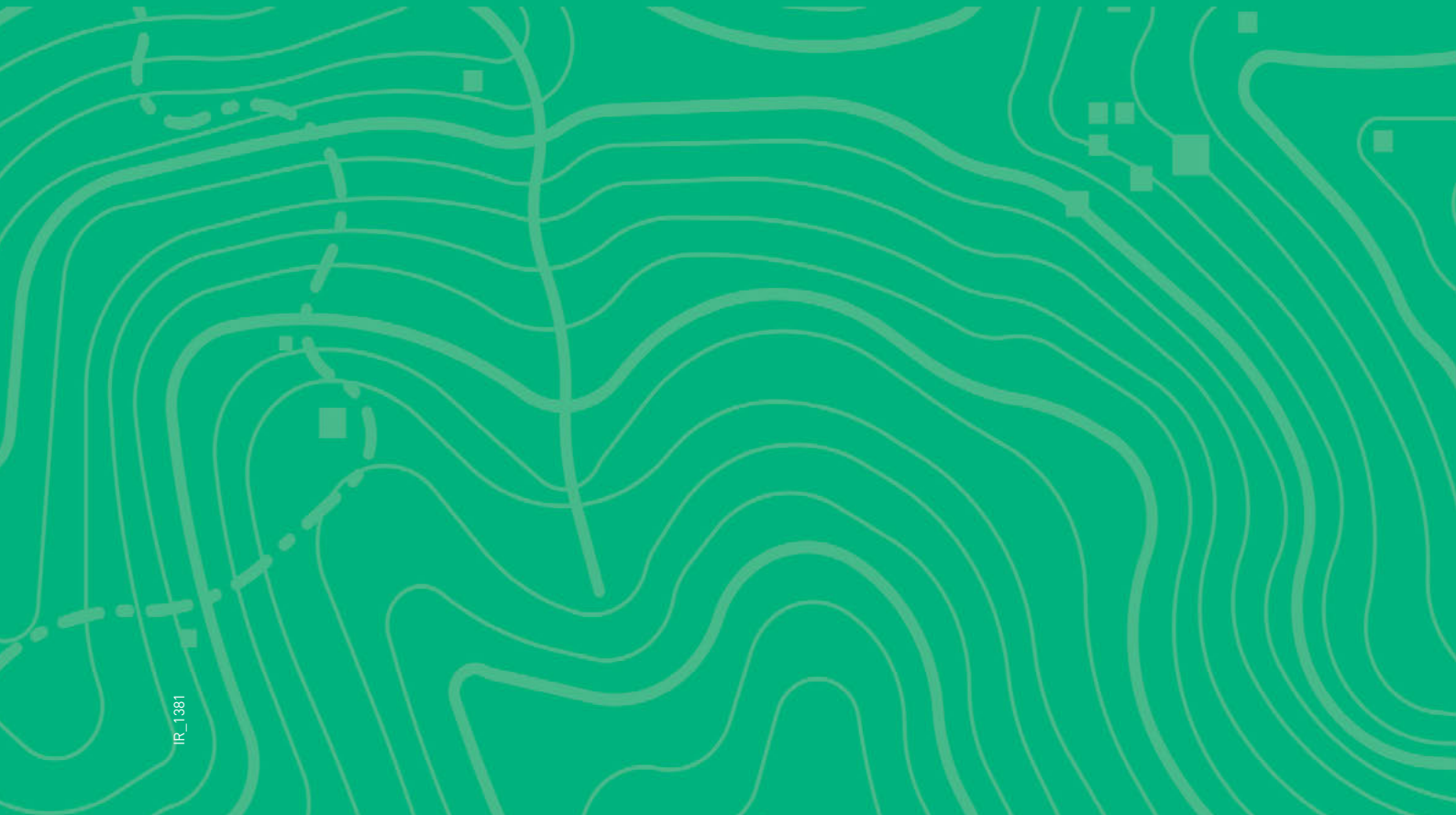
Council	Purpose	Location	Date	Attendance
Logan City Council	Traffic Impact Assessment includes all of LCC comments. Draft EIS in progress. New Logan Council.	Written update in lieu of in person meeting	26 March	Sent to working group
Logan City Council	Draft EIS update. Scenic Rim CCC update. Sponsorships and donations program. Communications shared, project flythrough and interactive map	Skype	7 May 2020	LCC and ARTC (9)
Logan City Council	Meeting to update status of the Project, technical design items, EIS, PSTR documentation and community engagement	LCC Office, 150 Wembley Road, Logan Central	2 July 2019	LCC and ARTC (10)
Logan City Council	Meeting to update status of the Project, technical design items, EIS and PSTR Documentation	LCC Office, 150 Wembley Road, Logan Central	1 August 2019	LCC and ARTC (8)
Logan City Council	LCC City Infrastructure Committee meeting	LCC Office, 150 Wembley Road, Logan Central	9 June 2020	LCC and ARTC (20)

APPENDIX C

Consultation Report

Appendix K Stakeholder letters

CALVERT TO KAGARU ENVIRONMENTAL IMPACT STATEMENT



IR_1381

19 June 2017
Reference: 3400-PK-P00-LT-0002

«PROPERTY_OWNER»
«OA1»
«OA2» «OA3» «OA4»

Dear «Salutation»

RE: CALVERT TO KAGARU INLAND RAIL PROJECT - DECLARATION OF COORDINATED PROJECT

I am writing to you on behalf of Inland Rail, as your property in «LOCALITY» is located within the Calvert to Kagaru project study area.

Inland Rail is a new 1700 kilometre freight rail line that will complete the spine of the national freight rail network, providing a service that will see freight delivered between Melbourne and Brisbane, in less than 24 hours with reliability, pricing and availability that is equal to or better than road.

The Calvert to Kagaru section of Inland Rail comprises approximately 54 kilometres of new dual gauge track between Calvert and Kagaru. It will include a new 1.1 kilometre tunnel to create an efficient route through the steep terrain of the Teviot Range.

The proposed alignment between Calvert and Kagaru primarily uses the Queensland Department of Transport and Main Roads 'Southern Freight Rail Corridor', with possible refinements being considered within a defined study area.

A map of the study area is enclosed and can also be viewed on the Inland Rail website (**inlandrail.com.au**). The Queensland Coordinator-General has declared the Calvert to Kagaru project to be a 'Coordinated Project' under the *State Development and Public Works Act 1971*, requiring the preparation of an Environmental Impact Statement (EIS).

Draft Terms of Reference (ToR) for the EIS will be released for public consultation in coming weeks. The draft ToR for the EIS will be prepared by the Coordinator-General and set out the general and specific matters that must be addressed when preparing the EIS. We encourage you to provide your comments on the draft ToR to the Coordinator-General when they are available (**haveyoursay.dsd.qld.gov.au**).

ARTC has also referred the project to the Commonwealth Minister for the Environment for assessment under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act). Matters of national environmental significance will be assessed during the EIS process.

When preparing the draft EIS, ARTC will consult with stakeholders, landowners and businesses that may be affected by the project and the wider community. You will have an opportunity to provide a formal submission to the Coordinator-General when the draft EIS is released for public comment. In addition, you can contact the project team for more information and to provide feedback at any time.

For more information about Inland Rail, please contact the project team by phone on **1800 732 761**, email **inlandrailqld@artc.com.au** or visit **www.inlandrail.artc.com.au**.

Sincerely,

Simon Thomas
Programme Director Inland Rail

19 June 2017
Reference: 3400-PK-P00-LT-0003

«RECIPIENT_NAME»
«OA1»
«OA2» «OA3» «OA4»

Dear «Salutation»

RE: CALVERT TO KAGARU INLAND RAIL PROJECT - DECLARATION OF COORDINATED PROJECT

I am writing to you on behalf of Inland Rail, as your property at «Property_Address» «LOTPLAN» is located within the Calvert to Kagaru project study area.

Inland Rail is a new 1700 kilometre freight rail line that will complete the spine of the national freight rail network, providing a service that will see freight delivered between Melbourne and Brisbane, in less than 24 hours with reliability, pricing and availability that is equal to or better than road.

The Calvert to Kagaru section of Inland Rail comprises approximately 54 kilometres of new dual gauge track between Calvert and Kagaru. It will include a new 1.1 kilometre tunnel to create an efficient route through the steep terrain of the Teviot Range.

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When preparing the draft EIS, ARTC will consult with stakeholders, landowners and businesses that may be affected by the project and the wider community. You will have an opportunity to provide a formal submission to the Coordinator-General when the draft EIS is released for public comment. In addition, you can contact the project team for more information and to provide feedback at any time.

Our team would like to come and talk to you about some of the work that will need to occur as part of the EIS, for which we would like to have access to your property by mutual agreement. We will be in contact shortly to organise a meeting.

For more information about Inland Rail, please contact the project team by phone on **1800 732 761**, email **inlandrailqld@artc.com.au** or visit **www.inlandrail.artc.com.au**.

Sincerely,

Simon Thomas
Programme
Director Inland Rail