



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Appendix R Land acquisition protocol

November 2013



Land Acquisition Protocol – North Galilee Basin Rail Project

This protocol presents steps for land acquisition required for development of the North Galilee Basin Rail Project (NGBR Project). This protocol is an evolving document and will be further developed as the NGBR Project progresses beyond the environmental impact statement approvals process.

Consultation with stakeholders

- Landholders of potentially affected properties for land access, land acquisition and other matters
- Traditional Owners with Native Title claims over areas traversed by the NGBR Project
- Resource tenement holders and existing infrastructure stakeholders
- Government agencies
- Local communities and interest groups

Land access agreements
CHMPs and ILUAs

- · Voluntary land access agreements are entered into by Adani and landholders
- Execution of cultural heritage management plans (CHMP) and Indigenous Land Use Agreements (ILUA) with Traditional Owners

Land and/or tenure acquisition through voluntary negotiation

- Voluntary negotiation with affected land and tenure owners in good faith and in accordance with the Land Act 1994
- Voluntary development of infrastructure agreements and/or common area agreements with respective infrastructure and/or easement owners

If voluntary land/tenur acquisition is unsuccessful, pursue other pathways

- State Development Area in accordance with Section 77 of the State Development and Public Works Organisation Act 1971
- Private Infrastructure Facility in accordance with Section 153AC of the State Development and Public Works Organisation Act 1971
- Community Infrastructure Development in accordance with Chapter 5 of the Sustainable Planning Act 2009
- Other pathways as necessary, such as by Ministerial acquisition in accordance with the *Acquisition of Land Act* 1967

Tenure conversion

- Where appropriate tenure is not obtained via the above means, inappropriate tenure will be converted to appropriate tenure by either of the following:
- •Tenure conversion in accordance with the Land Act 1994
- •Offering acquired tenure (or parts thereof) up to the relevant administering authority for a sub-lease arrangement. For example, DTMR being the relevant administering authority for railways in Queensland under the *Transport Infrastructure Act 1994*