Management Commitments

Topography

1. Sites are to be re-contoured to a stable form that resembles the surrounding landscape.
2. Where re-planting/re-vegetation is required native species are to be used and any re-vegetation efforts within the black soils of the northern section of the corridor are to include seeds of the threatened *Dichanthium queenslandicum*.

Soil Erosion

3. Management measures provided outlined in the EMP (Section 5.8.1.1) and sediment and erosion control structures and techniques outlined in *Soil Erosion and Sediment Control-Engineering Guidelines for Queensland Construction Sites (1996)* will be implemented.

Construction Timing

4. Majority of construction activities including construction of bridge over Suttor Creek will be planned to occur, to the extent possible, during dry periods.

Surface Water

5. Appropriate sediment and erosion control techniques as outlined in *Soil Erosion and Sediment Control-Engineering Guidelines for Queensland Construction Sites* (1996) will be implemented.
6. Fuel, chemical and other hazardous materials will be stored in bunded or sealed areas as per Australian Standards and located at least 100m away from waterways, drainage lines and farm dams and spills to be cleaned up immediately and in accordance with guidelines and provided spill kits.
7. All vehicles and equipment are to be maintained in accordance with manufacturers recommendations and checked regularly for possible fuel, oil and chemical leaks.

Ground Water

8. Fuel, chemical and other hazardous materials will be stored in bunded or sealed areas as per Australian Standards and located at least 100m away from waterways, drainage lines and farm dams and spills to be cleaned up immediately and in accordance with guidelines and provided spill kits.
9. Construction camp septic system will be of sufficient size to accommodate the anticipated workforce number (~200) and discharge will positioned away from drainage lines and regularly maintained by a licensed waste contractor.

Terrestrial Vegetation and Flora

Pre- Construction

10. Prior to clearing, collection of seeds from local native trees for propagation and use in seed mixes, in particular the seeds of the vulnerable *Dichanthium queenslandicum.*
11. Clearing of remnant vegetation is to be restricted to the minimum necessary to enable the safe

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construction, operation and maintenance of the railway line and associated infrastructure footprint including firebreaks, access tracks and construction haul roads (i.e. not involve clearing the entire 60 m wide corridor).
12. All vegetation to be removed is clearly marked and clearing contractors briefed on clearing requirements. In particular where the rail corridor crosses through Brigalow communities, contractors are to be made aware of the importance of the vegetation and ensure they do not accidentally or otherwise encroach on surrounding vegetation.
13. Construction sites, such as site office, soil stockpiles, machinery/equipment storage and construction camp are to be located within existing cleared areas or disturbed areas. There is to be no placement of construction sites in the Bluegrass grasslands (RE 11.8.11) in the northern section of the corridor. This vegetation community has a naturally minimal tree cover and is easily viewed as non-remnant vegetation.
14. Preparation of a construction specific Weed Management Plan (WMP), including a Parthenium Weed Management Strategy. Recommendations to control Parthenium weed is provided on the DNRM web site: (http://www.nrm.qld.gov.au/pests/weeds/declared_plants/parthenium.html). WMP to include details of vehicle wash down bays, vehicle signage and training.
Construction/Rehabilitation
15. Disturbed areas in environmentally sensitive locations, such as creek banks, steep slopes, dispersive/erodable soils are to be replanted with tube stock after construction activities have finished after construction activities have finished.
16. Construction areas will be appropriately treated to allow quick rehabilitation and returned to original state (i.e. cleared areas to be returned to conditions suitable for cattle grazing, vegetated areas to be planted with native species indigenous to the area and ecosystems).
17. Seeds of the vulnerable *Dichanthium queenslandicum* (King bluegrass) will be replanted into suitable habitat in the north of the corridor.
18. Where possible cleared vegetation is to be mulched and used in rehabilitation activities, the remaining vegetation is to be burned in a controlled manner to reduce the fuel load and fire potential along the corridor.
19. Implementation of the construction WMP.
20. Large hollows bearing trees that have been cleared are remain intact after clearing. These trees are to be used in rehabilitation activities and placed in important habitat areas (such as under the Suttor Creek bridge) to provide fauna habitat.
Operation/Maintenance
21. Maintenance WMP is to be prepared and implemented for rail corridor. This is to be in accordance with requirements outlined in the EMP and standard QR procedures currently in region.
22. Maintenance contractors are to remain on the designated maintenance track and do not disturb surrounding vegetation.
23. Avoid disturbing habitat areas re-planted with *Dichanthium queenslandicum* during maintenance

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works.
Terrestrial Fauna
24. As far as practical, mature and hollow-bearing trees are not to be cleared along Suttor Creek after considering the safety, operational and maintenance issues.
25. At each of the bridge crossings for Kennedy, Eaglefield and Suttor creeks, logs, boulders and small trees/shrubs should be retained under the bridges, where possible, to provide protection for fauna moving along these creeks.
26. Provision of culverts within gilgaied landscaped to allow uninterrupted surface flows across landscape and allow small fauna such as frogs and snakes, especially the Ornamental Snake the ability to cross beneath the rail corridor.
27. Large tree to be cleared are to be checked for wildlife before clearing.
28. Trees with large raptor nests should be avoided and left intact where possible after consideration of safety, operational and maintenance issues.
Cultural Heritage
29. QR is committed to finalising each of the draft CHMPs with the three Native Title claimants and implementing the final CHMPs.
Social and Economic Environment
30. Implement strategies to provide employment to local residents, including advertising in local newspapers, maintaining a register of local residents interested in employment during the construction phase and implementing the State Government Policy on Indigenous Employment.
31. To ensure that the construction contractor generally implements the State Government Building and Construction Contracts Structure Training Policy as applicable to QR policies and projects.
32. Implement strategies to involve local groups/businesses during the construction of the rail link including the State Government DSDTI Local Industry Policy.
33. Establishment of a Communication strategy to allow register of complaints and for information to be distributed to the community.
34. QR will actively work with landowners to implement the mitigation measures for impacts on property management outlined in the EIS (Table 28) in a coordinated manner.
Air Environment
35. QR will address with respect to dust generation and emissions in line with the Environmental Management Plan outlined in Chapter 5 of the EIS.
Construction Noise
36. QR is committed to addressing these issues through actions outlined in the Environmental Management Plan in Chapter 5.

Management Commitments

Waste

37. QR will develop a Waste Management Plan for the project and implement it to address issues regarding waste management such that generation of waste is minimised and reuse of waste is maximised as far as practical.

Transport, Traffic and Access -

Pre-Construction

38. QR will develop a Transport and Traffic Pre-Construction agreement in consultation with the local councils and the Department of Main Roads to address issues pertaining to construction traffic and associated maintenance and repair of council and DMR roads during the construction phase. This may include undertaking additional pavement and intersection assessments if these are required.

Construction

39. Continuous liaison between QR and local council/DMR throughout the construction phase through the setting up of a dedicated road Committee with members from the Contractor, QR, local residences, local council staff and DMR.

40. QR is to ensure that the Construction Contractor prepares and implements a Traffic Management Plan.

Operational

41. Strategies for the assessment and management of downstream impacts to road/rail crossings will be undertaken in conjunction with QT, DMR (for state controlled roads) and local councils (for council roads).

42. A separate assessment of the road / rail traffic interface issues at the Bruce Highway – Abbot Point road junction will be undertaken jointly by QR and Queensland PortsCorp and appropriate mitigation measures determined in consultation with DMR and QT.

Hazard and Risk

Pre-construction

43. Undertaking a detailed and project specific risk assessment as part of the rail Construction Safety Management Plan. This is to be prepared in accordance with appropriate parts of *AS/NZS Risk Management Standard 4360:1999* and the main QR risk assessment standards.

44. Development of contingency plans for hydrocarbon spills based on QR policy and strategies, including use of Material Safety Data Sheets (MSDS), storage of hydrocarbons as per relevant legislation, provision of suitable spills kits and treatment of contaminated material.

45. Development of contingency plans for natural disasters based on QR policy and strategies.

46. Implementation of QR Emergency Management Plans for the construction and operation of rail corridors.

Operation

47. Undertaking a detailed and project specific risk assessment prior to commissioning and operation

of the rail link. This is to be prepared in accordance with appropriate parts of *AS/NZS Risk Management Standard 4360:1999* and the main QR risk assessment standards.