APPENDIX Z

Proponent Commitments

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

IR_1534

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

Proponent Commitments

The table below provides a summary of all commitments identified in the Inland Rail Border to Gowrie Project (the Project) draft Environmental Impact Statement (EIS). The commitments have been listed in order as they appear in the draft EIS. Commitments that are applicable to more than one specific matter have only been listed once, with duplication of commitments removed. For the comprehensive summary of all commitments and mitigation measures, refer to Chapter 22: Outline Environmental Management Plan of the EIS.

TABLE 1: SUMMARY OF ARTC PROJECT COMMITMENTS

Specific Project Matter	Commitment
Land Use and Tenure	▸ Design works in order to minimise the requirement for land resumption and adverse impacts to existing and adjacent land uses, while maintaining an adequate area to safely and efficiently construct and operate the Project ▸ The CEMP will contain procedures for accessing work sites, with the intent of minimising potential impacts to the environment and to landowners and occupiers ▸ Areas temporarily disturbed during construction will be rehabilitated in accordance with a Rehabilitation and Landscaping Management Sub-plan ▸ Where disruption to stock routes may occur during construction, appropriate temporary and permanent connectivity solutions will be developed in consultation with Toowoomba Regional Council (TRC), Goondiwindi Regional Council (GRC), Department of Natural Resources Mines and Energy (DNRME), and landowners, as relevant. ▸ Detail design will provide for continued use of stock routes though realignment and crossing treatments if required ▸ ARTC will work with individual landowners to accommodate the continuation of current property management activities and access across properties, where possible, in the detail design and construction methodology ▸ Individual property treatments will be developed in consultation with landowners/occupants, with respect to the management of construction on, or immediately adjacent to, private properties. The treatments will detail any required adjustments to fencing, access, farm infrastructure or relocation of impacted structures, as required. ▸ Utility modification, diversion or realignment will be undertaken in consultation with the affected electricity, telecommunications, water and gas infrastructure owners ▸ Investigation of potential options for reuse and recycling of existing materials and rail infrastructure in consultation with QR ▸ Project works and operation will be designed to not encroach into the obstruction limitation surfaces of existing operational airports ▸ Prior to the commencement of any occupation, activity or construction on any lands, appropriate land tenure would be secured.

Specific Project Matter	Commitment
Land Resources	▸ Further geotechnical investigations will be undertaken during detail design to inform the design of earthworks and foundations for structures, suitability of borrow and quarry material, and construction planning for the Project ▸ Soil conditions across the Project footprint will continue to be characterised (at a suitable scale) with identification of potential/actual problematic soils, including: acid sulfate, reactive, erosive, dispersive, saline, acidic, alkaline and liberation of contaminant(s) by a suitably qualified soil practitioner to ensure that the design of structures, embankments, erosion control measures (temporary and permanent), soil treatment and management, and site rehabilitation planning are reflective of site-specific soil conditions ▸ Existing soils data will be supplemented by additional soil sampling planned to inform mapping at a scale of 1:10,000, undertaken in accordance with a surveying methodology prepared in consultation with DNRME. Sampling results are to be documented in a format suitable to be included in the final EIS. ▸ Ground disturbance activities will be managed during pre-construction, construction and operational activities to minimise environmental impacts and maximise the potential for successful land rehabilitation following construction ▸ The spoil management strategy (refer Appendix Y) will be reviewed and updated to manage anticipated cut-and-fill quantities ▸ Erosion and sediment control measures are to be developed by a Certified Practitioner in Erosion and Sediment Control and implemented during construction of the Project ▸ Where necessary, drainage and overland water flow will be directed to stabilised areas where it is not required for future development ▸ Land contamination assessments will be conducted by a suitably qualified person to inform soil handling and management practices.

Visual Amenity	▸ While ensuring that construction and operational safety is not compromised, Australian Rail Track Corporation (ARTC) would seek to minimise light emissions from the Project during construction and operation by select placement, configuration and direction of lighting to reduce potential impacts to the surrounding environment, where practicable, in accordance with relevant Australian Standards
	▸ Investigate opportunities for landscape enhancements with reference to the key landscape characteristics and elements identified in the draft EIS including:
	  ▸ Selective planting adjacent to the Warrego Highway Bridge to screen the alignment and bridge abutments as viewed from Gowrie Mountain (approximately Ch 203.0 km)
	  ▸ Adjacent to the alignment and adjacent to the bridge near Brookstead (approximately Ch 153.2 km) to assist to integrate the Project into its landscape context
	  ▸ Development and use of planting and seed mixes to maximise and connect native habitat types for ecological gain
	  ▸ Enhancement of landscape corridors and ecological links by, where possible, joining or re-joining fragmented areas of habitat (where identified in the Preliminary Fauna Movement Provision and Fencing Strategy)
	  ▸ The appearance and integration of new structures, fencing and noise barriers if required.

Specific Project Matter	Commitment

Flora and Fauna	▸ Vegetation clearance procedures will be undertaken in accordance with the Biodiversity Management Sub-plan
	▸ Pre-clearance flora and fauna surveys would be undertaken by suitably experienced and qualified persons
	▸ During construction, ARTC would implement and enforce an appropriate speed limit in the Project footprint and vehicular traffic would generally to be restricted to access tracks to minimise potential vehicle strikes on native fauna
	▸ All waterway crossings proposed as part of the Project would be constructed with consideration to the *Accepted development requirements for operational works that is constructing or raising waterway barrier works* (Department of Agriculture and Fisheries (DAF), 2018e) so as not to create a permanent barrier to fish movement and minimise impacts on aquatic ecology
	▸ Dewatering of existing storages will be undertaken in consideration of the DAF guidelines for fish salvage and *Fisheries Act 1994* (Qld) (Fisheries Act)
	▸ The detail design will be developed to ensure that the potential for diversion of watercourses, as defined and mapped under the *Water Act 2000* (Qld) (Water Act), and waterways as defined under the Fisheries Act and mapped according to the spatial data layer, Queensland waterways for waterway barrier works, are minimised
	▸ Temporary openings in the wild dog check fence for the purposes of construction would be undertaken in accordance with the *Biosecurity Act 2014* (Qld)
	▸ Crossing of the rabbit-proof fence will be undertaken in consultation with the Darling Downs–Moreton Rabbit Board (DDMRB) and in accordance with the *Biosecurity Act 2014* (Qld)
	▸ ARTC would identify and treat weed infestations within the Project footprint
	▸ ARTC would ensure site waste-management measures reduce the potential to attract vermin and other fauna, and undertake management of feral animals, particularly dogs, cats and pigs
	▸ ARTC would design bridge structures to maximise vegetation retention and, where applicable, maintain fencing and fauna crossings to ensure safe fauna movement generally, in accordance with the opportunities identified in the Preliminary Fauna Movement Provision and Fencing Strategy
	▸ ARTC will carry out clearing of native vegetation, excavating, or placing fill in a defined watercourse in accordance with exemption requirements as an approved entity (WSS/2013/726) or riverine protection permit granted under the Water Act
	▸ The following measures would be undertaken by ARTC to minimise potential adverse impacts on the critical habitat of wetland species including common sandpiper (*Actitis hypoleucos*), sharp-tailed sandpiper (*Calidris acuminate*), pectoral sandpiper (*Calidris melanotos*), red-necked stint (*Calidris ruficollis*), Latham's snipe (*Gallinago hardwickii*), yellow wagtail (*Motacilla flava*), Osprey (*Pandion haliaetus*), glossy ibis (*Plegadis falcinellus*), common greenshank (*Tringa nebularia*) Wetland birds: Australian painted snipe (*Rostratula australis*), Australasian bittern (*Botaurus poiciloptilus*) and curlew sandpiper (*Calidris ferruginea*):
	  ▸ Pre-construction surveys of wetlands identified as potential habitat of species to identify whether any of these species occurs
	  ▸ Restricted works measures in place should nesting species be detected
	  ▸ Implement measures to ensure pest predator fauna are not attracted to works areas or to using the Project area for shelter
	  ▸ Implementation of the Biosecurity Management Sub-plan, Soil Management Sub-plan and the Surface Water Management Sub-plan
	  ▸ Establish and maintain a fauna management and incident register to record sightings and/or incidents involving fauna species during the undertaking of Project activities.
	▸ ARTC is committed to implementing ongoing monitoring of the effectiveness of the measures with contingency (under an adaptive management framework) to change/improve management strategies where deleterious impacts to the identified environmental values are observed, or are not minimised, as per the objectives of the proposed mitigation measures

Specific Project Matter	Commitment

Biodiversity Offsets	▸ As described in the Inland Rail Environmental Offset Delivery Strategy—Queensland, ARTC will provide a biodiversity offset for the impacts associated with the Project in accordance with:
	  ▸ The *Queensland Environmental Offsets Policy* (version 1.8) (DES, 2020) and *Queensland Environmental Offsets Policy General Guide* (version 1.2) (DEHP, 2017)
	  ▸ *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) *Environmental Offsets Policy* (Department of Sustainability, Environment, Water, Population and Communities (DSEWPaC), 2012b) (and supporting EPBC Act *Offsets Assessment Guide* 2 October 2012.
	▸ Clearing limits and environmental offset requirements will be refined to reflect significant residual impacts calculated at the conclusion of detail design
	▸ The finalised Project environmental offset delivery plan will provide for the staged delivery of offsets.

Air Quality	▸ Establish baseline PM_{10} and $PM_{2.5}$ and dust deposition data (Total Suspended Particulates (TSP)) prior to construction in proximity to Commodore Mine (e.g. from Ch 120.0 km to Ch 128.0 km) ▸ Undertake dust deposition (TSP) monitoring during the active period of construction in proximity to the Commodore Mine, at locations where baseline data was collected, to determine if construction results in significant dust impacts. Dust deposition monitoring to be in accordance with *AS/NZ 3580.10.1:2003—Determination of Particulate Matter—Deposited matter—Gravimetric method* (Standards Australia, 2003). The results of construction dust deposition monitoring will be included in construction environmental reporting. ▸ ARTC would implement proactive and reactive dust control measures during construction. These measures would include the use of weather forecasting and real-time measurement of dust levels and meteorological conditions to modify mining operations as required in order to achieve compliance with applicable air-quality objectives at the nearest sensitive receivers. ▸ If monitoring indicates any unexpected exceedances of air-quality objectives, an investigation would be conducted by ARTC, including remedial action, if required.
Surface Water Quality	▸ Water quality entering creeks and waterways downstream during and post construction meet the water-quality objectives established under the *Environmental Protection (Water and Wetland Biodiversity) Policy 2019* ▸ Water quality of existing water bodies should not exceed ambient historic and seasonal fluctuations. ▸ Water quality monitoring will be undertaken following rain events significant enough to cause preventative and containment measures to become defective and visual inspections reveal discoloration (e.g. turbidity, oil) in receiving waters attributed to Project activities ▸ Project activities will be managed to maintain the aesthetic quality of downstream water bodies.

Specific Project Matter	Commitment

Hydrology and Flooding	▸ ARTC will continue to consult with impacted landholders in regard to the results of local catchment modelling through finalisation of the EIS and development of the detail design. The purpose of this consultation will be to ensure that impacts to property-scale water balance features, such as irrigation channels and dams, are appropriately considered in the EIS and Project design. Feedback from this consultation will be used to update flood modelling for the Project, if appropriate to do so. Outcomes of this consultation and revised local catchment modelling will be incorporated into the Final EIS
	▸ The Project uses the existing South Western Line and Millmerran Branch Line rail corridors where practicable to avoid introducing a new linear infrastructure corridor across watercourses and floodplains
	▸ Detail design is to achieve a 1% annual exceedance probability (AEP) flood immunity to rail formation level and to meet the flood-impact objectives detailed in Table 22.12 of the Outline Environmental Management Plan
	▸ The design requirements for modifying the existing Yelarbon levee will be confirmed through further consultation with GRC and incorporated into the detail design. It is anticipated that the modified levee would be considered a Category 2 levee (Schedule 10 of the *Water Regulation 2016)*. This is Code Assessable development, with local government (GRC) as the assessment manager.
	▸ Development approval for the modification of Yelarbon levee will be obtained prior to the commencement of any modification works
	▸ As part of the detail design stage, the updated Macintyre River flood modelling (which is currently underway) and outcomes would be included in the design
	▸ As part of the detail design stage, when finalised positions of infrastructure elements (e.g. abutments/piers, etc.) are known and detailed soil studies are complete, geomorphological assessment of identified risk locations will be undertaken
	▸ Consultation with impacted stakeholders will continue through detail design of the Project to ensure that alterations to the design and its impacts are communicated back to landowners
	▸ Impacts are to be determined at all drainage structures and waterways affected by construction works. The change in flood levels and impacts on infrastructure and properties outside the rail corridor must be justified for a range of events up to and including the 1% AEP event.
	▸ Construction tasks will be scheduled to avoid, where possible, bulk earthwork activities within the extent of 1% AEP events during periods of elevated flood risk. Where works cannot be scheduled outside of this time period, activity-specific flood readiness and response planning will be required. This planning will be developed in consultation with the relevant local government and Queensland Fire and Emergency Service (QFES).
	▸ Laydown areas and other construction facilities that are located within the extent of 1% AEP events, will be temporary. Their planning and function in supporting construction will reflect the local flood risk. For example, hazardous goods will not be bulk stored in these locations due to the risk of contamination of land or waterways, if flooded.
	▸ Mobile plant will not be stored within the extent of 1% AEP events when not scheduled or in use for construction purposes
	▸ ARTC's procedures will be updated to provide for the following during operations:
	  ▸ Scour
	  ▸ Blockages due to debris build up
	  ▸ Indication of floods overtopping a structure
	  ▸ Culvert or drain damage or collapse
	  ▸ Corrective actions where defects are identified.
	▸ Asset inspections as soon as safe access can be achieved following a flood event.

Specific Project Matter	Commitment
Groundwater	▸ Prepare and implement a Groundwater Monitoring and Management Plan (GMMP) for ongoing assessment of potential groundwater levels and quality impacts ▸ The GMMP will be assessed and updated before the commencement of each future Project phase (pre-construction/baseline, construction and operation) such that the GMMP for subsequent phases is based on the outcomes of the previous phase ▸ The baseline (pre-construction) monitoring program will be completed in sufficient time prior to commencement of construction works to allow for assessment of the data, including trends. This data will be used to develop groundwater-quality trigger levels (warning and action levels). ▸ Groundwater levels for bores within the indicative monitoring network are to be monitored using automated pressure transducers (groundwater level loggers) to record measurements at least every 12 hours to establish the baseline groundwater dataset from which potential impacts can be assessed during construction and operation of the Project ▸ Detected changes in groundwater levels would be compared to predicted groundwater trends to evaluate any deviations from the model predictions ▸ During construction, groundwater quality samples will be collected from bores within the indicative monitoring network on a bimonthly basis (to coincide with the groundwater level monitoring program). Groundwater monitoring and sample collection will be conducted in accordance with recognised groundwater sampling guidelines such as *Monitoring and Sampling Manual* (Department of Environment and Science (DES), 2018a) and *Groundwater Sampling and Analysis—A Field Guide* (Sundaram et al., 2009). ▸ Seepage control measures will be considered, assessed and implemented through the detail design phase, on a cut-by-cut basis ▸ Where the productivity of an established bore is identified as being impacted by Project activities, 'make good' measures will be developed in consultation with the affected landowner.

Construction Water	▸ Preparation of a Project-specific Construction Water Plan during detail design that:
	  ▸ Confirms anticipated water demand based on detail design and construction activities
	  ▸ Identifies water-quality criteria required for all proposed construction activities
	  ▸ Discussion of climate and likely implications for securing water supply in drought conditions
	  ▸ Identifies relevant Queensland water planning and water allocations that apply to the Project footprint
	  ▸ Describes potential construction water supply options
	  ▸ Includes a water sourcing options assessment
	  ▸ Recommends solutions that comply with regulatory requirements
	  ▸ Specifies contingency options in the event that protracted dry seasonal conditions prevail and water supply options become unavailable.
	▸ Where necessary, construction water rights will be obtained from water markets subject to the relevant water management protocol rules under the relevant water plans or water permits, subject to an application process under the Water Act
	▸ Work with landowners and DNRME to identify and secure sustainable water sources for the Project
	▸ Extraction and water harvesting will be minimised by adopting water-efficient design and procedures.

Specific Project Matter	Commitment

Noise and Vibration	▸ The Project is designed to achieve:
	  ▸ The railway noise objectives in Table 22.16, Table 22.17 and Table 22.18
	  ▸ The railway vibration objectives in Table 22.19
	  ▸ The road noise objectives of *Transport Noise Management Code of Practice Volume 1—Road Traffic Noise* (CoP Vol 1) (Department of Transport and Main Roads (DTMR), 2013a)
	▸ Develop and refine the construction methodology to minimise noise and vibration impacts to sensitive receptors
	▸ Confirm the proximity of sensitive receptors to the finalised locations for construction activities, laydown areas and other construction facilities. Re-assess the predicted noise and vibration levels from these activities.
	▸ The results of refined construction noise and vibration modelling will be communicated to potentially affected residents and occupants (sensitive receptors) where noise criteria is exceeded, with information to enable them to understand the likely nature, extent and duration of noise and vibration impacts during construction
	▸ Develop and implement a Noise and Vibration Management Sub-plan during construction
	▸ The vertical and horizontal alignment of new and upgraded road components will be designed to minimise the number of receptors at which the Project noise criteria are predicted to be exceeded. The design will be reviewed in all locations, but with particular focus on locations where criteria are projected to be exceeded by the reference design, as follows:
	▸ New road components:
	  ▸ Cunningham Highway (Ch 25.2 km)
	  ▸ Quibet Road (Ch 171.0 km)
	  ▸ Lochaber Road (Ch 172.6 km)
	  ▸ Biddeston–Southbrook Road (Ch 183.0 km).
	▸ Upgrades of the Gore Highway at Ch 146.6 km, Ch 153.0 km and Ch 183.4 km
	▸ Building condition/dilapidation surveys will be undertaken at receptors that are expected to exceed the structural damage vibration criteria given by German Standard DIN 4150: Part 3 1999 *Structural Vibration in Buildings—Effects on Structures* (Deutsches Institut für Normung, 1999) and recommended by the *Transport Noise Management Code of Practice: Volume 2—Construction Noise and Vibration* (CoP Vol 2) (DTMR, 2016) or receptors identified as being particularly sensitive to vibration
	▸ The construction program will generally be based on the hours presented in the Outline Environmental Management Plan (Outline EMP)
	▸ Machinery and plant will be kept in good working order and, where practicable, plant will be located and oriented away from nearby receptors, e.g. non-resident workforce accommodation
	▸ Noise walls or barriers and/or earth mounds at the rail corridor boundary will only be considered at Yelarbon, Brookstead and Pittsworth, where it can be demonstrated that the mitigation can effectively control noise at groups of sensitive land uses and receptor buildings and where noise-level reductions generally in the order of 5 A-weighted decibels (dB(A)) or more are required at sensitive receptors
	▸ In circumstances where rail corridor mitigation is not found to be feasible and all other mitigation options are exhausted, property controls will be investigated
	▸ Whether rail noise barriers would be a reasonable and practicable noise mitigation strategy will be determined by ARTC during detail design of the Project. This analysis will consider all design, engineering, environmental and social factors that determine the location, extent and height of the noise barriers (or similar structures). In particular, the investigations will need to consider aspects such as flooding and management of surface water, wind loading, visual amenity and safety within and outside the railway corridor.

Specific Project Matter	Commitment
Blasting Management	▸ A Blast Management Plan will be produced by the appointed licensed shotfirer (blasting contractor), in consultation with geotechnical engineers and safety personnel, in support of each blasting event for the Project ▸ Transport, storage and use of explosives used during construction will be managed in accordance with the Blast Management Plan and in accordance with the *Explosives Act 1999* (Qld) (Explosives Act) and AS2187:2006 ▸ Transport, storage and use of explosives used during construction will be managed in accordance with the Blast Management Plan and in accordance with the Explosives Act and AS2187:2006A. The Blasting Contractor engaged to perform blasting activities will prepare and implement a Security Management System for the security of explosives for the entire duration of the task.

Social and Economic	**General**
	▸ Preparation of a detailed Social Impact Management Plan (SIMP) identifying ARTC and stakeholder responsibilities, implementation plan, timing and performance monitoring. The SIMP will include the following action plans:
	  ▸ Community and stakeholder engagement
	  ▸ Workforce management
	  ▸ Housing and accommodation
	  ▸ Health and community wellbeing
	  ▸ Local business and industry content.
	▸ Review the SIMP annually and, where necessary, update based on monitoring results and stakeholder feedback. Reports on the annual SIMP review will be submitted to the Office of the Coordinator-General and Project Community Reference Group (CRG).
	▸ Review of the SIMP will be undertaken by an independent third party at the end of Year 1 of construction, prior to commissioning the Project, and during Year 3 of operation.
	Community and Stakeholder Engagement
	▸ Development of a community and stakeholder engagement plan that ensures due consideration of all Project-related opportunities and concerns and maintains productive relationships and communication between ARTC, Inland Rail, the contractor, landowners, Traditional Owners and all levels of government
	▸ Maintain communication mechanisms throughout the approval, pre-construction and construction phases, including a free-call number, email addresses to ensure the community has direct access to the Project team, a reply-paid address for written correspondence from the community, and the Project webpage, including feedback mechanisms and an enquiry facility
	▸ Engagement with GRC and TRC on the Project schedule, progress, potential impacts and mitigation for the Project, and the identification of partnership opportunities to maximise social opportunities
	▸ Establishment of a CRG for the construction phase to meet regularly, with the purpose of providing timely, open advice, representation of community issues and concerns arising from the works.
	▸ Appointment of a Community Relations Monitor to:
	  ▸ Review and provide advice to the Environmental Monitor on the stakeholder and community engagement plan (including complaint management handling procedure)
	  ▸ Attend meetings between ARTC and directly affected stakeholders on construction issues and potential mitigation measures
	  ▸ Be available to members of the community
	  ▸ Build a dialogue between landowners and ARTC about land access and acquisition processes
	  ▸ Provide support to stakeholders and communities that are facing change due to Inland Rail
	  ▸ Identify emerging social issues that need to be addressed at the Project or Program level.

Specific Project Matter	Commitment

Social and Economic (continued)	**Workforce Management**
	▸ Development of a workforce management plan that includes a comprehensive employee induction program addressing, among other matters, a code of conduct for employees and contractors regarding behavior, alcohol and drug use, cultural awareness and safety
	▸ The Project's recruitment strategy would provide equitable access to employment opportunities and prioritise recruitment from GRC and TRC
	▸ ARTC does not propose a 100% fly-in-fly out for the Project
	▸ Provide access and evacuation maps for Emergency Services for the temporary non-resident workforce accommodation and construction compounds
	▸ Annual review of the emergency response procedures during construction and annual review during the first three years of operation
	▸ Minimum local employment targets will be a requirement in the tender documentation
	▸ Endeavour to ensure that contractors seek to encourage employment, training and skills development opportunities by:
	  ▸ Identifying the skills required for the building, construction, equipment and services fabrication and supply, maintenance, operation and support to the Inland Rail Program
	  ▸ Arranging timely training and qualification arrangements to meet the needs of skills development to support all phases of the Project
	  ▸ Ensuring that training and qualification systems meet the requirements of the National Standards Framework.
	▸ Work with key partners to link training and development programs with other projects and local industries to provide the greatest regional benefit
	▸ Provide a clear and efficient process for people to seek information about employment opportunities and register their interest in Inland Rail
	▸ Work with Indigenous communities, industry and government agencies to support the design and delivery of training and development programs to improve local capacity where this is needed and encourage applications from Indigenous people for Project-related jobs
	▸ Work with schools and local training providers to provide appropriate training including STEM initiatives and scholarship for students from potentially impacted communities
	▸ Work with the Australian Government to provide long-term outcomes through training, mentoring and other support programs
	▸ Investigate and implement best industry practices with respect to construction personnel, including journey management and the potential for shared driving arrangements.
	Housing and Accommodation
	▸ The Project will prepare and implement an Accommodation Management Plan (AMP) to reflect the anticipated local/non-local workforce scenario for construction and operation of the Project
	▸ Temporary non-resident workforce accommodation will be provided to support construction of the southern portion of the Project alignment in proximity to Yelarbon, Inglewood and Turallin to manage the existing shortfall of available accommodation and potential impacts to the local rental market
	▸ Provide sufficient accommodation for the non-resident workforce
	▸ The Project's non-resident workforce accommodation will be self-sufficient with respect to water management and sewerage treatment.
	Health and Wellbeing
	▸ Development of a Community Wellbeing Plan to provide a framework for cooperation with key stakeholders to implement mitigation measures addressing impacts on quality of life as the result of Project impacts on amenity, character, cohesion or connectivity
	▸ Consultation with Queensland Police Service (QPS), Queensland Ambulance Service (QAS) and Queensland Fire and Emergency Services (QFES) during the detail design process to understand scope/size of the project and potential flash points to ensure appropriate emergency vehicle access is provided across the rail corridor
	▸ ARTC attendance at Local Disaster Management Group and District Management Group meetings during construction.

Specific Project Matter	Commitment

Social and Economic (continued)	**Health and Wellbeing (continued)**
	▸ To reduce demands on local services during construction. ARTC will:
	  ▸ Employ or require its construction contractor to employ an on-site paramedic from the commencement of construction, to manage minor health issues on site, and develop health and wellbeing programs focused on physical and mental health
	  ▸ Provide medical and workplace health and safety services including health promotion programs and access to GP services for employees residing in the non-resident workforce accommodation.
	▸ Engagement with government agencies to develop protocols, confirm the detail of mitigation impacts on social infrastructure and develop joint response arrangements with:
	  ▸ Department of Education
	  ▸ Queensland Health
	  ▸ QPS, QAS and QFES.
	▸ Continue to implement the mental health partnership to provide access to mental health support (and referral as required) for local residents. ARTC will continue to work with all tiers of government and landowners regarding the provision of sustainable water sourcing and water allocations/ entitlements.
	▸ Ongoing engagement with Indigenous communities, families and Elders to ensure support for Indigenous employees occurs, underpinned by a high level of coordination between contributing programs and agencies
	▸ Implementation of Inland Rail Community Donations and Sponsorship program.
	Local Business and Industry
	▸ Development and implementation of an Australian Industry Participation Plan focusing on opportunities for involvement by local business in construction and operation of the Project. ARTC will continue to engage with Toowoomba and Surat Basin Enterprise (TSBE), chambers of commerce and local business groups/ associations
	▸ Implementation of a Sustainable Procurement Policy
	▸ Implementation of an Australian Industry Participation Plan to ensure Project supply opportunities are available to local businesses that involve:
	  ▸ Identifying businesses within 125 km of the Project with potential capacity to supply the construction phase
	  ▸ Engagement with local business to identify opportunities to develop and promote local business participation
	  ▸ Engagement of DESBT to develop business capacity building strategies.
	▸ Indigenous participation and local participation are included as key elements of construction tender assessments
	▸ Work with government stakeholders and local and Indigenous businesses to:
	  ▸ Build businesses' capacity to participate in the Project's supply chain through business development, mentoring and pre-qualification projects
	  ▸ Support Indigenous businesses to ensure they are prepared for and provided with opportunities to participate
	  ▸ Link training and development programs with other projects and local industries to provide the greatest regional benefit
	▸ Disturbance/loss of agricultural activities within the Important Agricultural Areas due to limited, restricted or no access to important infrastructure (e.g. bores irrigation infrastructure), options to access 'switched off' areas are to be investigated with the landowner during detail design
	▸ Prior to works occurring that prevent stock access to watering point, develop and implement alternative measures for stock access to watering points in consultation with the landowner
	▸ Continue to promote the business registration process on the ARTC website
	▸ Consider providing the Local Content Report to the Australian Industry and Skills Committee, when developed.

Specific Project Matter	Commitment

Non-indigenous Cultural Heritage	▸ Undertake an archaeological survey of Gibinbell shearing complex, Yelarbon railway complex and Homestead complex to map elements and identify areas of possible subsurface deposit
	▸ Pre-construction and post-construction condition/dilapidation surveys of all registered heritage places confirmed during detail design to be at risk of vibration impacts
	▸ If warranted by archaeological survey, undertake a two-stage archaeological excavation of heritage places:
	  ▸ Stage 1—Test excavation to confirm subsurface deposit
	  ▸ Stage 2—Salvage excavation of subsurface deposits (if required).
	▸ Undertake archival photographic recording of registered sites/places that will be directly impacted by the Project in accordance with DEHP (2013) Guideline: *Archival Recording of Heritage Places* (DEHP, 2013b)
	▸ Vibration to be monitored at registered heritage places where thresholds exceedances are possible.

Indigenous Cultural Heritage	▸ Onsite management of Indigenous cultural heritage will be in accordance with the *Aboriginal Cultural Heritage Act 2003* (Qld) and the approved Cultural Heritage Management Plans.

Traffic, Transport and Access	▸ A safety assessment of the detail design and proposed construction traffic routes will be undertaken in accordance with the GTIA. The safety assessment will determine the locations where road safety audits are required.
	▸ Road safety audits will be undertaken by an accredited road safety auditor, in accordance with the Austroads *Guide to Road Safety Part 6A: Implementing Road Safety Audits* (Austroads, 2019)
	▸ Consultation with relevant local governments, DTMR and emergency service providers (e.g. QFES, QAS, QPS) will continue through the detail design and construction planning process to ensure that safety concerns and issues are considered in detail design and construction methodology
	▸ The EIS traffic impact assessment will be updated and finalised, in accordance with the process specified in the GTIA, to reflect the detail design, construction method (including material sources and quantities) and the finalised construction traffic routes
	▸ A travel demand management awareness campaign will be developed to inform the public of the proposed construction works and its potential effect on local road network operations. The purpose of this awareness campaign would be to relieve congestion by encouraging travel outside of peaks and increase public awareness of planned construction works.
	▸ Works identified within the Traffic Management Sub-plan may require the preparation of Traffic Control Plans (TCPs), also referred to as Traffic Guidance Schemes. Specific TCPs are required for each separate element of the works identified to be undertaken within the Traffic Management Sub-plan.
	▸ A Road Use Management Plan (RUMP) will be prepared for the Project, in accordance with the GTIA, to support works to the existing road network. The purpose of developing the RUMP for the Project will be to:
	  ▸ Identify, where required, appropriate traffic and transport management strategies for the use of the State-controlled roads and local government roads for each of the construction stages of the Project
	  ▸ Minimise the impact from construction vehicles on the efficiency of road networks
	  ▸ Minimise safety impacts from construction vehicles entering and leaving construction sites.
	▸ A detailed pavement impact assessment will be undertaken during the detail design phase on State-controlled roads that will be used by construction traffic. The assessment will be in accordance with the GTIA, once the Principal Contractor has been appointed and construction routes have been confirmed. The detailed pavement impact assessment will identify measures to avoid, reduce or mitigate effects on the pavement life of State-controlled roads that will be used by the Project.
	▸ For sealed local government roads, a condition assessment will be conducted (e.g. National Association of Australian State Road Authorities roughness count) prior and post construction activities, as well as at annual intervals during construction

Specific Project Matter	Commitment

Traffic, Transport and Access (continued)	▸ The design of road–rail intersections will continue to be developed in accordance with the principles established in the *Office of the National Rail Safety Regulator (ONRSR) Policy: Level Crossings* (ONRSR, 2019a), and in reference to the *ONRSR Guideline: Meaning of duty to ensure safety so far as is reasonably practicable* (SFAIRP) (ONRSR, 2016b) and the *Queensland Level Crossing Safety Strategy 2012–2021* (DTMR, 2012)
	▸ Physical controls, such as boom gates and/or warning lights, will be incorporated into the design at active level crossing locations in accordance with the *Guide to Development in a Transport Environment: Rail* (DTMR, 2015), *Manual of Uniform Traffic Control Devices Part 7: Railway Crossings* (DTMR, 2019e) and ARTC *Engineering Code of Practice—Level Crossings* (ARTC, 2011)
	▸ Detail design of appropriate exclusion fencing is required near roads or where trespass is likely to occur. Specific fencing requirements will be developed through discussion with adjoining landowners and asset owners and implemented in a revised fencing strategy for the Project.
	▸ The construction approach for the components of the Project within the existing rail corridor for the South Western Line and the Millmerran Branch Line will be developed in consultation with QR and other key stakeholders who are reliant on access to these operational rail lines (e.g. GrainCorp). This consultation will be used to inform:
	  ▸ The programming of construction activities requiring track possessions
	  ▸ Effective communication strategies with QR and other stakeholders.
	▸ The construction approach within the existing rail corridor for the South Western Line and the Millmerran Branch Line will be formulated in a wayleave agreement, or similar, between ARTC and QR.

Hazard and Risk	▸ A survey of infrastructure that will be removed or disturbed by the Project will be conducted prior to the commencement of construction to identify asbestos-containing materials ▸ Consultation with owners of licensed petroleum and gas pipeline assets located in the Project footprint (APA's Roma–Brisbane gas pipeline and Santos' Moonie–Brisbane oil pipeline) will occur prior to undertaking works and maintenance activities in proximity to these utilities ▸ Dangerous goods must be loaded, labelled, and marshalled in accordance with the Australian Code for the Transport of Dangerous Goods by Road & Rail. Freight carts will display appropriate Hazchem signage, including placards, and carry appropriate spill containment equipment to be used by emergency services personnel in the event of an emergency.
Waste Management	▸ Waste produced at the Project during construction will be managed in accordance with the *2018 National Waste Policy* (Department of Environment and Energy, 2018) and waste and resource management hierarchy in the *Waste Reduction and Recycling Act 2011* (Qld) ▸ Waste would be disposed of at licensed waste-disposal facilities ▸ Waste would be transported by licensed waste carriers during construction of the Project.

Cumulative Impacts	▸ ARTC will facilitate communication between principal contractors of adjoining Inland Rail packages (North Star to Border and Gowrie to Helidon) to ensure that construction methodologies and the scheduling of activities are coordinated to mitigate potential cumulative impacts
	▸ Where cumulative impacts have been identified with other projects outside of the Inland Rail Program during construction, individual proponents will be invited to participate in the Community Reference Group established for the Project to identify potential impacts and coordinate a management response
	▸ It is proposed that monitoring be undertaken during construction of the Project that is scheduled (i.e. groundwater, surface water and ecology). Where exceedances in adopted criteria are observed, ARTC will investigate the cause of that exceedance. If the exceedance is found to be caused by non-Project activities, then one of the following actions may be taken:
	  ▸ If the recorded impact is contributed to by coincident short-term activities, ARTC will consult with the proponent of the contributing activity to establish a shared understanding of activities and schedules and implement reasonable steps, where practicable, to avoid future compounding of impacts
	  ▸ If the recorded impact is contributed to by long-term activities by one or more developments, then additional measures may have to be implemented to mitigate impacts that are within ARTC's control and that are reasonable and feasible.

Specific Project Matter	Commitment
Environmental Management Plan	▸ Preparation of a Construction Environmental Management Plan (CEMP) based on the requirement of the B2G EIS draft Outline Environmental Management Plan including sub-plans for: ▸ Land use and tenure ▸ Soil management ▸ Contaminated land ▸ Rehabilitation and landscaping ▸ Flora and fauna ▸ Biosecurity ▸ Dust management ▸ Surface water ▸ Groundwater ▸ Noise and vibration ▸ Cultural heritage ▸ Traffic, transport and access ▸ Hazard and risk management ▸ Waste and resource management. ▸ Appointment of an Environmental Monitor to: ▸ Review and endorse the contractor's CEMP (including sub-plans) and revisions against the Draft Outline EMP and any imposed conditions ▸ Monitor compliance with the CEMP (including sub-plans) and any imposed conditions ▸ Maintain a current copy of the CEMP (including sub-plans) including any progressive revisions and records of modifications to the Project's construction or commissioning procedures ▸ Maintain a register of sensitive receptors ▸ Review any audit and compliance reports prepared by the contractor or the Proponent ▸ Have oversight of the implementation of the environmental monitoring requirements established in the CEMP. Review the results of the monitoring and verify these results if the Environmental Monitor considers it necessary. ▸ Appointment of an Environmental Monitor to: ▸ Provide monthly reports on community issues emerging from the construction and commissioning activities in relation to any imposed conditions, the CEMP, complaints, monitoring and community relations ▸ Communicate with ARTC and the Environmental Monitor with regard to any imposed conditions, the CEMP, the SIMP, community consultation strategies and community concerns ▸ Review complaints procedures and the resolution of complaints and corrective action reporting to assess performance of the Construction Contractor's implementation of the SIMP and CEMP ▸ Facilitate discussions between the ARTC, the contractor and affected entities about mitigation measures, as required by either the ARTC or the affected entity ▸ Provide advice to the Environmental Monitor in relation to complaints.

TABLE 2: SUMMARY OF PROPONENT COMMITMENT RELEVANT TO MATTERS OF NATIONAL ENVIRONMENTAL SIGNIFICANCE

Matter of National Environmental Significance	Commitment
Brigalow (*Acacia harpophylla* dominant and codominant), Weeping Myall Woodlands and Poplar Box Grassy Woodlands	▸ Works within the Project footprint would be restricted to the clearing extent that includes approximately: ▸ 62.89 ha Brigalow (*Acacia harpophylla* dominant and codominant) ▸ 81.92 ha Weeping Myall Woodlands ▸ 81.92 Poplar Box Grassy Woodland on Alluvial Plains. ▸ The following measures would be undertaken by ARTC to minimise potential adverse impacts on these communities: ▸ Pre-construction surveys will be carried out to confirm to what extent the identified Threatened Ecological Communities (TECs) occur within, or adjacent to, the Project footprint. Where TECs are found to occur, condition assessment will be undertaken (using BioCondition assessment) with regular monitoring against initial assessment values. ▸ Pre-clearance surveys will be undertaken to confirm potential occurrence during pre-construction surveys and results recorded ▸ Vegetation clearance procedures, including demarcation of clearing zones to protect the areas, to be retained ▸ Quantification of the area of TECs removed to enable the Environmental Offsets Delivery Strategy—Queensland to be refined ▸ The Soil Management Sub-plan is to include soil conservation measures and erosion and sediment controls with specific reference/controls to identified TEC areas ▸ The Biosecurity Management Sub-plan will include reference to relevant guidelines to control potential deleterious pathogens, including *Phytophthora cinnamomi* and myrtle rust (*Austropuccinia psidii*) (e.g. Department of the Environment, 2015b), associated with Project activities, both of which may impact eucalypt species ▸ Design modifications during the detail design phase will seek to maintain inundation regimes within the TEC as close to natural conditions as possible ▸ Annual monitoring of TECs retained within the Project footprint during construction against the initial BioCondition assessment. Corrective actions to be implemented where unexpected Project-associated impacts are identified. ▸ Rehabilitation of disturbed areas within the Project footprint but outside of the rail corridor using endemic species where practically possible. ▸ Significant residual impacts on these species associated with the Project would be offset in accordance with the EPBC Act *Environmental Offsets Policy* (SEWPaC, 2012b)
King bluegrass (*Dichanthium queenslandicum*), winged peppercress (*Lepidium monoplocoides*), *Xerothamnella herbacea*, Belson's panic (*Homopholis belsonii*), hawkweed (*Picris evae*), austral cornflower (*Rhaponticum australe*), and *Westringia parvifolia*	▸ Works within the Project footprint would be restricted to the clearing extent that includes approximately: ▸ 121.94 ha king bluegrass ▸ 370.52 ha winged peppercress ▸ 290.88 ha Belson's panic ▸ 593.99 ha hawkweed ▸ 222.53 ha Austral cornflower ▸ 66.97 ha *Westringia parvifolia*. ▸ The following measures would be undertaken by ARTC to minimise potential adverse impacts on these communities: ▸ Quantification of the area of threatened flora species removed to enable the Project Environmental Offsets Delivery plan to be refined ▸ Where threatened flora species are found to occur within the Project footprint and will be retained, species-specific biosecurity controls will be implemented in proximity to the area of occurrence ▸ Annual monitoring of threatened flora species retained within the Project footprint against the initial BioCondition assessment. Corrective actions to be implemented where unexpected Project-associated impacts are identified ▸ Rehabilitation of disturbed areas, within the Project footprint but outside of the rail corridor, using endemic species where practically possible. ▸ Significant residual impacts on these species associated with the Project would be offset in accordance with the EPBC Act *Environmental Offsets Policy* (SEWPaC, 2012b)

Matter of National Environmental Significance	Commitment
Wandering peppercress (*Lepidium peregrinum*), coolmunda leucopogon (*Leucopogon* sp. Coolmunda), slender tylophora (*Tylophora linearis*), hairy-joint grass (*Arthraxon hispidus*), *Bertya opponens*, ooline (*Cadellia pentastylis*), bluegrass (*Dichanthium setosum*), shiny-leaved ironbark (*Eucalyptus virens*), Dunmore prostanthera (*Prostanthera* sp. Dunmore), *Macrozamia machinii* and austral toadflax (*Thesium australe*)	▸ Works within the Project footprint would be restricted to the clearing extent that includes approximately: ▸ 50.39 ha wandering peppercress ▸ 48.2 ha Coolmunda leucopogon ▸ 229.42 ha slender tylophora ▸ 4.56 ha ooline ▸ 60.49 ha bluegrass ▸ 292.55 ha shiny-leaved ironbark ▸ 105.84 ha Dunmore prostanthera ▸ 202.59 ha austral toadflax. ▸ The following measures would be undertaken by ARTC to minimise potential adverse impacts on these communities: ▸ Quantification of the area of threatened flora species removed to enable the Environmental Offsets Delivery Strategy—Queensland to be refined ▸ Pre-construction protected flora surveys, in accordance with the requirements of the *Nature Conservation Act 1992* (Qld), within the Project footprint that target areas identified as potential habitat for the species ▸ Undertake translocation of specimens where appropriate for a species and there is documented record of previous translocation trials/schemes ▸ Where a threatened flora species is found to occur within the Project footprint, pre-construction condition assessment of species habitat will be undertaken (using BioCondition assessment) with regular monitoring against initial assessment values. Corrective actions to minimise impacts are to be implemented where Project-associated impacts are identified. ▸ Quantification of the area of threatened flora species removed to enable the Environmental Offsets Delivery Strategy—Queensland to be refined ▸ The Soil Management Sub-plan is to include soil conservation measures and erosion and sediment controls, with specific reference to identified habitat for threatened flora (where they are found to occur) ▸ Where threatened flora species are found to occur within the Project footprint and will be retained, species-specific biosecurity controls will be implemented in proximity to the area of occurrence ▸ Annual monitoring of threatened flora species retained within the Project footprint against the initial BioCondition assessment. Corrective actions to be implemented where unexpected Project-associated impacts are identified. ▸ Rehabilitation of disturbed areas, within the Project footprint but outside of the rail corridor, using endemic species where practically possible.
Murray cod	▸ The following measures would be undertaken by ARTC to minimise potential adverse impacts on critical habitat for the Murray cod: ▸ Construction activities scheduled to avoid/ minimise instream works and associated riparian habitat in identified habitat, where possible ▸ Construction works will, where possible, take place outside of the wet season when flows in floodplain systems are more likely ▸ Pre-construction surveys of watercourse crossings that are identified as potential habitat if suitable waterholes are present (i.e. Condamine River floodplain channels and Macintyre River) to identify whether the species occurs. Surveys will follow the *Survey guidelines for Australia's threatened fish* (DSEWPaC, 2011b). ▸ Where a temporary impoundment or diversion is required for construction purposes and the species is found to be present, an appropriately qualified person will be consulted to make an assessment on the method of recovery, transport and release of fish and will follow relevant State (DAF) fish salvage guidelines during construction activities ▸ Where possible, instream habitat will be reinstated to pre-construction state (e.g. replacement of large woody debris and ensure no or limited change to instream flows and to allow fish passage) ▸ Implementation of the Biosecurity Management Sub-plan, Soil Management Sub-plan and the Surface Water Management Sub-plan.

Matter of National Environmental Significance	Commitment
Condamine earless dragon (*Tympanocryptis condaminensis*), five-clawed worm-skink (*Anomalopus mackayi*), Dunmall's snake (Furina dunmalli), squatter pigeon (Southern Subspecies) (*Geophaps scripta scripta*), South-eastern long-eared bat (*Nyctophilus corbeni*) and Koala[1] (*Phascolarctos cinereus*)	▸ The following measures would be undertaken to minimise potential adverse impacts on critical habitat for the Condamine earless dragon, five-clawed work skink, Dunmall's snake, squatter pigeon (Southern Subspecies), south-eastern long-eared bat and koala: ▸ Pre-construction surveys of areas identified as potential habitat of species, to establish whether individuals occur within the Project footprint. Particular focus on the following: – Suitable habitat on dark clay soils in northern portion of the alignment for Condamine earless dragon (*Tympanocryptis condaminensis*) and five-clawed worm-skink (*Anomalopus mackayi*) (refer *Survey guidelines for Australia's threatened reptiles* (DSWEPaC, 2011a) for survey methods) – Suitable habitat in the Inglewood area for Dunmall's snake (*Furina dunmalli*) (refer *Survey guidelines for Australia's threatened reptiles* (DSWEPaC, 2011a) for survey methods) – Identified potential habitat for south-eastern long-eared bat (*Nyctophilus corbeni*) with focus on areas outside of the State forests north of Inglewood where the species scan be assumed as present (refer *Survey guidelines for Australia's threatened bats* (DEWHA, 2010a) for survey methods) – Identified potential habitat for squatter pigeon (Southern Subspecies) (*Geophaps scripta scripta*) with focus on areas outside of the State forests north of Inglewood where the species scan be assumed as present (refer *Survey guidelines for Australia's threatened birds* (DEWHA, 2010b) for survey methods) – Koala (*Phascolarctos cinereus*) may be assumed as potentially present throughout eucalypt woodlands in the Project footprint. ▸ Undertake pre-clearance ground surveys for Condamine earless dragon (*Tympanocryptis condaminensis*) and five-clawed worm-skink (*Anomalopus mackayi*) where pre-construction surveys have identified the species as occurring or likely to occur ▸ Undertake retrieval of tree hollows, where safe to do so, during vegetation clearing, allowing for inspections for roosting south-eastern long-eared bat ▸ Implement protocols to allow safe daytime storage of roosting bats and evening release of individuals ▸ Vegetation clearing within the Project footprint in koala (*Phascolarctos cinereus*) habitat will be carried out in a manner that will minimise stress on potential individuals as much as is practicably possible (e.g. sequential clearing and minimising time of disturbance to animals) ▸ Restricted works measures in place should koala or squatter pigeon (Southern Subspecies) (*Geophaps scripta scripta*) be observed within Project footprint to allow safe movement away from the works area ▸ Implement measures to allow safe and responsible handling of fauna (where required) and repatriation in pre-identified appropriate habitat outside of the Project footprint ▸ Koalas (*Phascolarctos cinereus*) subject to handling will be examined and, if suspected of chlamydia infection, taken to a predesignated veterinarian/wildlife care facility for treatment prior to release ▸ Establish and maintain a fauna management and incident register to record sightings and/or incidents involving fauna species during the undertaking of Project activities ▸ The Biosecurity Management Sub-plan will include reference to relevant guidelines to control potential deleterious pathogens, including *Phytophthora cinnamomi* and myrtle rust (*Puccinia psidii*) (e.g. Department of the Environment, 2015b) associated with Project activities; both of which may impact eucalypt species and therefore koala (*Phascolarctos cinereus*) ▸ Fauna crossing structures and fencing are installed in accordance with design specifications ▸ Rehabilitation of temporary construction areas where woodland habitat has been cleared. Revegetation plant species will be obtained from a reliable source that is certified free of pathogens.

Matter of National Environmental Significance	Commitment
Condamine earless dragon (*Tympanocryptis condaminensis*), five-clawed worm-skink (*Anomalopus mackayi*), Dunmall's snake (Furina dunmalli), squatter pigeon (Southern Subspecies) (*Geophaps scripta scripta*), South-eastern long-eared bat (*Nyctophilus corbeni*) and Koala[1] (*Phascolarctos cinereus*)	▸ Maintain a fauna management and incident register including observed collisions associated with rail operations ▸ Information on fauna strike will be used to monitor the effectiveness of structures for fauna passage and to inform potential for further measures to be applied to minimise/eliminate the risk of future incidents ▸ Ongoing weed monitoring within the rail corridor with specific reference to maintaining the pre-construction condition of habitat that adjoins the rail corridor.
Collared delma (*Delma torquata*), yakka skink (Egernia rugosa), spotted-tail quoll (*Dasyurus maculatus maculatus*), Greater glider (*Petauroides volans*) and large-eared pied bat (*Chalinolobus dwyeri*) and brigalow woodland snail[1] (*Adclarkia cameroni*)	▸ The following measures would be undertaken to minimise potential adverse impacts on critical habitat for the collared delma, yakka skink, spotted-tail quoll, greater glider, large-eared pied bat and brigalow woodland snail: ▸ Pre-construction surveys of areas identified as potential habitat of species, as per species habitat mapping (Appendix L: Matters of National Environmental Significance Technical Report), to establish whether individuals occur within the Project footprint. Surveys will be species specific, following the *Survey guidelines for Australia's threatened mammals* (DSEWPaC, 2011c) and *Survey guidelines for Australia's threatened reptiles* (DSEWPaC, 2011a) and include the following: - Identification of species-specific habitat and habitat features considered suitable for species presence (e.g. cliff faces/boulder piles for large-eared pied bat (*Chalinolobus dwyeri*) and spotted-tail quoll (*Dasyurus maculatus maculatus*) and loose surface rocks for collared delma (*Delma torquata*) - Targeted surveys for brigalow woodland snail (*Adclarkia cameroni*) in identified habitat (Condamine River floodplain riparian woodland). Surveys to be carried out as per expert advice. ▸ The Biodiversity Management Sub-plan will include: - Implementation measures to ensure safe retrieval of tree hollows during vegetation clearing and allow safe movement of species (e.g. greater glider (*Petauroides volans*)) away from works area - Implementation measures to ensure retrieval of potential habitat elements (loose surface rock, large fallen timber) during vegetation clearing and placement in adjacent unimpacted habitat - Restricted works measures should larger species (spotted-tail quoll (*Dasyurus maculatus maculatus*)) be observed within the Project footprint, to allow safe movement away from works area - Implementation measures to allow safe handling of fauna (where required) and repatriation in a suitable habitat away from site. ▸ Establish and maintain a fauna management and incident register to record sightings and/or incidents involving fauna species during the undertaking of Project activities ▸ All workers will be briefed on the importance of threatened fauna species, their location (where they are found to occur within or near the Project footprint), and procedures for working around them.

Matter of National Environmental Significance	Commitment
Grey-headed flying-fox (*Pteropus poliocephalus*)	▸ The following measures would be undertaken by ARTC to minimise potential adverse impacts on critical habitat for the grey-headed flying fox: ▸ Pre-construction surveys of riparian habitat identified as potential roost sites of species. The purpose of surveys will be to identify whether camps occur within or near the Project footprint. It is noted that the species were recorded at a known flying-fox roost site in Inglewood (3 km south of Project) during Project surveys, although this is not known to be a regular roost. No other regular roosts for the species have been previously identified within 10 km of the Project. ▸ Should a roost site be found to occur, management actions will incorporate the mitigation standards detailed in the Australian Government's *Referral guideline for management actions in grey-headed and spectacled flying-fox camps* (DotE, 2015a.
Woodland birds: Painted honeyeater (*Grantiella picta*), regent honeyeater (*Anthochaera Phrygia*) and red goshawk (*Erythrotriorchis radiatus*), oriental cuckoo (*Cuculus optatus*), black-faced monarch (*Monarcha melanopsis*), satin flycatcher (*Myiagra cyanoleuca*), rufous fantail (*Rhipidura rufifrons*), spectacled monarch (*Symposiachrus trivirgatus*)	▸ The following measures would be undertaken to minimise potential adverse impacts on critical habitat for the Woodland birds: ▸ Pre-construction surveys of woodlands identified as potential habitat, particularly: – For red goshawk (*Erythrotriorchis radiatus*) to identify whether individuals occur and potentially nest within the Project footprint – For painted honeyeater (*Grantiella picta*) in relevant nesting habitat (Brigalow woodlands) to determine whether the species and potential nesting occurs within the Project footprint – For other nest sites within the Project footprint, as per MNES guidelines where suitable nesting habitat (i.e. large emergent trees near water) is identified. ▸ Should active nest sites for either red goshawk (*Erythrotriorchis radiatus*) or painted honeyeater (*Grantiella picta*) be identified, restricted works measures will be implemented to allow nesting to continue undisturbed.

TABLE 3: SUMMARY OF PROPONENT COMMITMENT RELEVANT TO MATTERS OF STATE ENVIRONMENTAL SIGNIFICANCE

Matter of State Environmental Significance	Commitment
Cyperus clarus, finger panic (*Digitaria porrecta*), tall hawkweed (*Picris barbarorum*)	▸ Works within the Project footprint would be restricted to the clearing extent that includes approximately: ▸ 106 ha Cyperus clarus ▸ 455.61 ha finger panic ▸ 567.49 ha tall hawkweed. ▸ The following measures would be undertaken by ARTC to minimise potential adverse impacts on these communities: ▸ Pre-construction protected flora surveys, as per DES guidelines, within the Project footprint that target areas identified as potential habitat for the species, as per species habitat mapping (refer Appendix J: Terrestrial Ecology Technical Report). Potential suitable habitat for *Cyperus clarus*, finger panic (*Digitaria porrecta*) and tall hawkweed (*Picris barbarorum*) exists between Millmerran and Toowoomba, particularly within road and rail reserves that contain basalt derived soils (i.e. black soils). ▸ Undertake translocation of specimens, where appropriate, for a species where there is documented record of previous translocation trials/schemes ▸ Where a threatened flora species is found to occur within the Project footprint, pre-construction condition assessment of species habitat will be undertaken (using BioCondition assessment) with regular monitoring against initial assessment values. Corrective actions to minimise impacts are to be implemented where Project-associated impacts are identified. ▸ The Soil Management Sub-plan is to include soil conservation measures and erosion and sediment controls, with specific reference to identified habitat for threatened flora (where they are found to occur) ▸ Where threatened flora species are found to occur within the Project footprint and will be retained, species-specific biosecurity controls will be implemented in proximity to the area of occurrence ▸ Annual monitoring of threatened flora species retained within the Project footprint against the initial BioCondition assessment. Corrective actions to be implemented where unexpected Project-associated impacts are identified. ▸ Rehabilitation of disturbed areas, within the Project footprint but outside of the rail corridor, using endemic species where practically possible.
Platypus	▸ The following measures would be undertaken to minimise potential adverse impacts on critical habitat for the Platypus: ▸ Construction activities scheduled to avoid/minimise instream works and associated riparian habitat in identified habitat, where possible ▸ Construction works will, where possible, take place outside of the wet season when flows in floodplain systems are more likely ▸ Pre-construction surveys of watercourse crossings that are identified as potential habitat if suitable waterholes are present (i.e. Condamine River floodplain channels and Macintyre River) to identify whether the species occurs ▸ Where a temporary impoundment or diversion is required for construction purposes and the species is found to be present, an appropriately qualified person will be consulted to make an assessment on the requirement for a species management program, should breeding places (i.e. burrows) be present ▸ Where possible, instream habitat will be reinstated to pre-construction state (e.g. replacement of large woody debris and ensure no or limited change to instream flows and passage) ▸ Implementation of the Biosecurity Management Sub-plan, Soil Management Sub-plan and the Surface Water Management Sub-plan.

Matter of State Environmental Significance	Commitment
Common death adder (*Acanthophis antarcticus*) and short-beaked echidna[1] (*Tachyglossus aculeatus*)	▸ The following measures would be undertaken to minimise potential adverse impacts on critical habitat for the common death adder and short-beaked echidna: ▸ Pre-construction surveys of areas identified as potential habitat of species to identify whether individuals occur within the Project footprint. Surveys will target those areas identified as potential habitat for the species as per species habitat mapping (Appendix J: Terrestrial Ecology Technical Report) and be carried out as per relevant DES guidelines. Surveys specifically to look for short-beaked echidna (*Tachyglossus aculeatus*) breeding burrows and assess the requirement for a Species Management Program to tamper with animal breeding places, in accordance with the Nature Conservation (Animals) Regulation 2020. ▸ Undertake pre-clearance ground surveys for the common death adder (*Acanthophis antarcticus*) and short-beaked echidna (*Tachyglossus aculeatus*) where pre-construction surveys have identified the species as occurring or likely to occur ▸ Implement measures to allow safe and responsible handling of fauna (where required) and repatriation in pre-identified appropriate habitat outside of the Project footprint ▸ Measures to responsibly handle injured fauna ▸ Measures to control vehicle speed limits onsite to no more than 40 km/hr ▸ Establish and maintain a fauna management and incident register to record sightings and/or incidents involving fauna species during the undertaking of Project activities ▸ Fauna crossing structures and fencing are installed in accordance with design specifications ▸ Rehabilitation of temporary construction areas where habitat has been cleared. Revegetation plant species will be obtained from a reliable source that is certified free of pathogens.
Glossy black-cockatoo (*Calyptorhynchus lathami*), Major Mitchell's cockatoo (*Lophochroa leadbeateri*)	▸ The following measures would be undertaken to minimise potential adverse impacts on critical habitat for the Glossy black-cockatoo and Major Mitchell's cockatoo: ▸ Pre-construction surveys of woodlands within the Project footprint identified as potential habitat ▸ Surveys for nest sites will be as per DES guidelines where suitable nesting habitat (i.e. large trees containing hollows) is identified. ▸ Should active nest sites for either parrot be identified, restricted works measures will be implemented to allow nesting to continue undisturbed ▸ The above measures are predicted to be effective in minimising potential adverse impacts from the Project on critical habitat for the glossy black-cockatoo and Major Mitchell's cockatoo because they are focused on addressing the recognised threats to the species.

Table note:

1. The specific management measures for MNES target habitat types in the first instance, as opposed to individual species. Therefore, some MNES species are grouped together despite being of different taxonomic classes.