

APPENDIX

E

Consultation Report

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Abbreviations

Abbreviation	Definition
ARTC	Australian Rail Track Corporation
ATEC	Australian Transport and Energy Corridor
B2G	Border to Gowrie
BNTAC	Bigambul Native Title Aboriginal Corporation
CCC	Community Consultative Committee
CEMP	Construction Environmental Management Plan
CHMP	Cultural Heritage Management Plan
CID	Community Infrastructure Designation
DAF	Department of Agriculture and Fisheries
DAWE	Department of Agriculture, Water and the Environment
DCCEEW	Department of Climate Change, Energy, the Environment and Water
CHDE	Department of Communities, Housing and Digital Economy
DoE	Department of Education
DESBT	Department of Employment, Small Business and Training
DEPW	Department of Energy and Public Works
DES	Department of Environment and Science
DotEE	Department of the Environment and Energy (former)
DIP	Department of Infrastructure and Planning
DITRDC	Department of Infrastructure, Transport, Regional Development and Communication
DRDMW	Department of Regional Development, Manufacturing and Water
DoR	Department of Resources
DTATSIPCA	Department of Treaty, Aboriginal and Torres Strait Islander Partnerships, Communities and the Arts
DSDILGP	Department of State Development, Infrastructure, Local Government and Planning
DSDMIP	Department of State Development, Manufacturing, Infrastructure and Planning (former)
DOTARS	Department of Transport and Regional Services
EDQ	Economic Development Queensland
EIS	Environmental Impact Statement
FFJV	Future Freight Joint Venture
GATR	Great Australian Trunk Rail System
GRC	Goondiwindi Regional Council
IAP2	International Association of Public Participation
IDDCCC	Inner Darling Downs Community Consultative Committee
IRAS	Inland Rail Alignment Study
IRIG	Inland Rail Implementation Group
km	kilometres
LGA	Local Government Area
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
PSTR	Project Specification and Technical Requirements
(the) Project	the Border to Gowrie Inland Rail Project
QAS	Queensland Ambulance Service

Abbreviation	Definition
QFES	Queensland Fire and Emergency Services
QLD	Queensland
QORF	Queensland Outdoor Recreation Federation
QPS	Queensland Police Service
QR	Queensland Rail
RAIL	Residents Against Inland Rail Line (also known as Inner Downs Rail Action Group)
RIA	Regional Industrial Area
RSIS	Regional Skills and Investment Strategy
SCR	State-controlled roads
SDDCCC	Southern Darling Downs Community Consultative Committee
SIA	Social Impact Assessment
SFRC	Southern Freight Rail Corridor
SIMP	Social Impact Management Plan
SPP	State Planning Policy
STEM	Science, Technology, Engineering and Mathematics
TAG	Technical Advisory Group
TEC	Threatened Ecological Community
TI Act	Transport Infrastructure Act 1994 (Qld)
TMR	Department of Transport and Main Roads
ToR	Terms of Reference
TRC	Toowoomba Regional Council

1. Introduction

1.1 Purpose

This consultation report outlines the stakeholder engagement and community consultation activities undertaken by Australian Rail Track Corporation (ARTC) for the Inland Rail Border to Gowrie (B2G) project (the Project). This report covers:

1. A summary of the engagement conducted during the early alignment planning, from 2006 to 2017
2. The stakeholder engagement program undertaken during preparation of the Project's draft EIS, from 2018 to 2020 prepared to meet the Terms of Reference (ToR) for the Project
3. The public notification period for the draft EIS and stakeholder submissions, from January to May 2021
4. Engagement activities undertaken to meet the additional information requirements of the Coordinator-General, from June 2021 to December 2023.

Engagement and consultation will continue as the Project progresses through the primary approvals process, detailed design, construction and into operation.

1.2 Project overview

The Project is a 217.48 km section of new single-track railway from the New South Wales (NSW) and Queensland border near Kurumbul, to Gowrie, north-west of Toowoomba. The proposed alignment will consist of approximately 149.48 km of new rail corridor (greenfield) and approximately 68.01 km of existing rail corridor (brownfield), currently used by Queensland Rail's (QR) South Western line and Millmerran Branch line.

The Project commences at the NSW/QLD border, approximately 18 km southeast of Goondiwindi. The Project runs northeast via Yelarbon, Inglewood, Millmerran, Pampas, Brookstead, Pittsworth, Southbrook and the Toowoomba Wellcamp Airport at Gowrie Junction, northwest of Toowoomba.

The Project is one of the missing links in the Inland Rail Program. As part of the broader Inland Rail Program, the Project provides a more direct route between Melbourne and Brisbane, compared to the existing inland and coastal road and rail networks, and meets the Federal Government's objective of providing a long-term rail solution for competitive freight movement. Further details on the justification for the Project are provided in Chapter 2: Project Rationale.

Key features of the Project include:

- ▶ Construction of 37 new rail bridges to accommodate topographical variation, crossing of waterways and other infrastructure. Bridges include:
 - ▶ 16 rail-over-road bridges
 - ▶ 5 road-over-rail bridges (Cunningham Highway, Heckendorf Road, Owens Scrub Road, Gore Highway and Linthorpe Road)
 - ▶ 818 rail-over-watercourse bridges
- ▶ Rail interfaces with public roads, including:
 - ▶ 21 grade separated crossings
 - ▶ 222 active public road level crossings
 - ▶ seven passive public road level crossings
 - ▶ approximately 1,717 consolidations, relocations or diversions of roads
- ▶ Reinforced concrete box culverts: 1,090 cells in 123 locations
- ▶ Reinforced concrete pipes: 2,074 pipes in 216 locations
- ▶ Five new crossing loops (Yelarbon, Inglewood, Kooroongarra, Yandilla and Broxburn)
- ▶ 12 rail interfaces (tie-ins) to existing QR lines, including:
 - ▶ on the QR South Western line:
 - connection at Kildonan, towards Goondiwindi
 - connection at Whetstone, towards Warwick
 - turnouts to existing sidings and loops at six locations
 - ▶ on the Millmerran line:
 - connection at Millmerran
 - connection at Yarranlea
 - turnouts to existing sidings at two locations
- ▶ Construction employment of an average of 383 full time employees (FTE) construction personnel, with a peak of approximately 900 FTE personnel at week 80 of construction. Approximately 10 to 15 personnel will be required for operational employment.

2. Methodology

ARTC's stakeholder engagement and consultation is critical to the successful delivery of the Inland Rail Program.

Engaging with the community and key stakeholders enhances awareness of the Project and establishes a two-way dialogue. Stakeholders can receive Project updates while also detailing their concerns, raising issues, and offering relevant historical information and local knowledge. In turn, ARTC relies on these conversations to identify risks, optimise route alignments, and consider ways to minimise social and environmental impacts.

ARTC is committed to building long-term, mutually beneficial relationships with stakeholders and the community openly and in a collaborative manner. The aim of the Project's stakeholder engagement program is to create a two-way dialogue by actively listening to stakeholders and providing opportunities for communities to raise concerns and form partnerships to resolve potential issues.

Stakeholder engagement ran concurrently with the environmental assessment and engineering design processes to allow ongoing community feedback and input into the preparation of the revised draft EIS and development of the revised reference design.

ARTC's approach to consultation for the Project is guided by the International Association of Public Participation's (IAP2) Core Principles (IAP2, 2013). The IAP2 identifies five levels of decision making: inform, consult, involve, collaborate, and empower. The level of stakeholder participation for the Project depends on the stakeholder group and technical constraints.

2.1 Aim of the stakeholder engagement program

In line with ARTC's consultation approach, a stakeholder engagement program was implemented to support the development of the revised draft EIS, and to provide multiple opportunities for targeted stakeholders and the wider community to participate in the Project. ARTC has undertaken significant work to engage with all stakeholders, particularly those directly impacted by the Project.

A combination of digital and traditional engagement methods was used for the greatest reach. Digital tools included a website, interactive map, social media, maps, videos, a Project flythrough, graphics, and email newsletters (e-News).

Traditional tools included information sessions, letterbox drops, fact sheets, maps, graphics, newsletters, meetings (group and individual), workshops, forums, phone calls, letters, newspaper advertising, television advertising, attending community events and shows. Examples of digital and traditional engagement tools are provided in Section 6.

Through the stakeholder engagement program, ARTC aimed to:

- ▶ **Inform** stakeholders and community and industry groups via presentations using a range of communication tools, including printed newsletters, e-News, letters, project website, fact sheets, flyers and posters.
- ▶ **Consult** with stakeholders via numerous one-on-one and small group meetings, information sessions, pop-up consultation stands and a community survey. This was supported by feedback mechanisms including an interactive map on the Project website, 1800 telephone line, email address and feedback forms, which allow ARTC to provide feedback on queries and concerns.
- ▶ **Involve** stakeholders in the Project design and EIS development through the community consultative committees (CCCs), one-on-one meetings and in small groups with landowners that enable a two-way exchange of information.
- ▶ **Collaborate** through workshops and meetings with landowners and key stakeholders in instances where local and/or technical input is required with alignment development and road-rail interface designs.

2.2 Stakeholder engagement principles and goals

Effective stakeholder engagement develops and enhances awareness about the Project and establishes two-way conversations. These conversations are key for identifying and reducing risks, optimising the route alignment, and minimising social and environmental impacts. The integration of local knowledge and stakeholder feedback is a key element in informing the reference design and input into technical studies as the Project progresses.

Five principles guide how ARTC engages with members of the community and our stakeholders, as shown in Figure E-1.

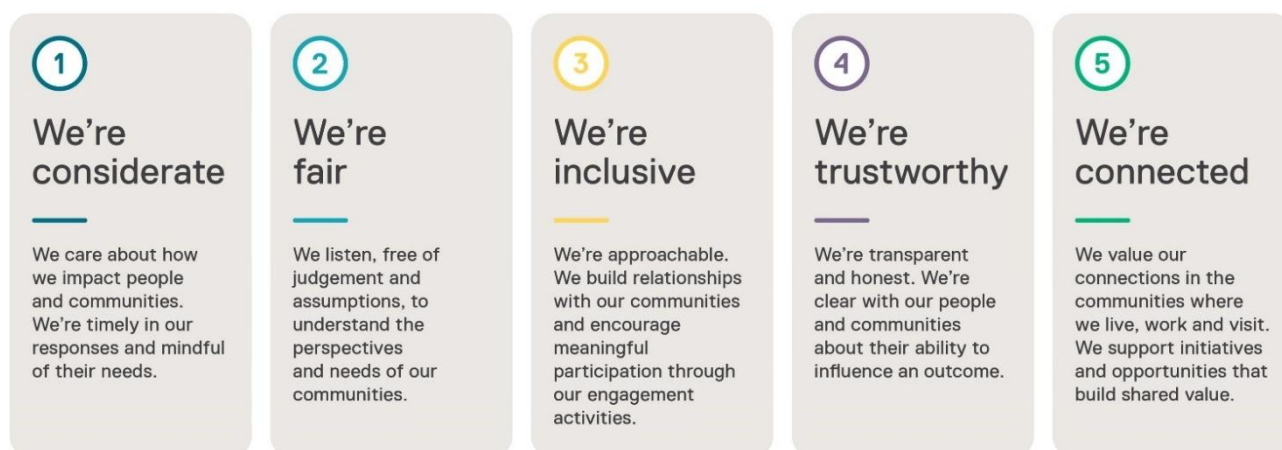


FIGURE E-1 ARTC COMMUNITY ENGAGEMENT PRINCIPLES

ARTC's stakeholder engagement goals are:

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

How ARTC will achieve these goals is outlined in Table E-1.

TABLE E-1 ARTC ENGAGEMENT COMMITMENTS

Goal	How this will be achieved
Build trust	<ul style="list-style-type: none"> ▶ Develop and maintain transparent and inclusive engagement processes to ensure stakeholders are kept informed of the Project, its design stages and timeframes, and understand the mechanisms for input and consultation. ▶ Ensure ongoing engagement with affected landowners about geotechnical investigations, field studies, the rail corridor on their property and the acquisition process. ▶ Regularly engage with all stakeholders and ensure the conversation is advancing, with concerns and feedback raised, addressed and communicated back to the community. ▶ Demonstrate to communities how their feedback has been taken on board through design changes and mitigation measures as the Project progresses through reference and detailed design stages.
Build credibility	<ul style="list-style-type: none"> ▶ Identify how Inland Rail can benefit the communities and work to deliver these benefits, where possible. ▶ Provide adequate opportunities and time for stakeholders to comment and raise concerns. ▶ Seek stakeholder input, where appropriate, to validate models and engage technical experts to examine data and incorporate local knowledge. ▶ Deliver on commitments made to the community and provide clear, appropriate communication regarding design and alignment decisions.
Build visibility	<ul style="list-style-type: none"> ▶ Create ongoing and two-way dialogue with stakeholders in a variety of environments, including a Toowoomba office, and a strong presence at local events and community meetings. ▶ Undertake a widely advertised program of consultation at times and venues that are suitable and appropriate for each local community. ▶ Ensure feedback and concerns are escalated to the correct team for action and provide timely feedback to communities on issues raised.

2.3 Consultation plan

In accordance with the ToR, a consultation plan was developed to guide EIS consultation activities and a staged approach to consultation was taken. The plan included:

- ▶ Objectives and strategies to deliver the consultation plan
- ▶ Stakeholder identification and engagement methods
- ▶ Types and timing of engagement activities
- ▶ 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 broad stages of consultation, and the stages of engagement undertaken to inform and support the development of the draft EIS and the revised draft EIS are detailed in Section 4.

2.4 Project stakeholders and key concerns

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).

Using desktop research and analysis of existing information materials, ARTC developed a preliminary stakeholder list. This list was subject to ongoing refinement throughout the engagement process.

The stakeholders consulted to date, as part of the Project engagement program, are listed in Table E-2. Key concerns by stakeholder group are outlined in Table E-3. Note that departmental names were current at the time the list was developed. Department names may have changed over the course of the Project engagement. Throughout this report, the former department name may be referenced, reflecting the department name at the time of engagement.

TABLE E-2 B2G PROJECT KEY STAKEHOLDERS

Group	Stakeholder
Australian Government	
Elected representatives	<ul style="list-style-type: none">▶ Shareholder Ministers: Minister for Infrastructure, Transport, Regional Development and Local Government, Hon Catherine King MP, and Minister for Finance, Minister for the Public Service and Minister for Women, Senator the Hon Katy Gallagher (from May 2022).▶ Deputy Prime Minister and Minister for Infrastructure, the Hon Barnaby Joyce (from 22 June 2021) and the Hon Michael McCormack (from 21 December 2017 to 21 June 2021)▶ Minister for Infrastructure, the Hon Darren Chester (until 20 December 2017)▶ Former Federal Member for Groom, the Hon Dr John McVeigh (until 18 September 2020) and Garth Hamilton MP (from November 2020)▶ Member for Maranoa, the Hon David Littleproud▶ Senator Barry O'Sullivan (until 30 June 2019)
Departments and agencies	<ul style="list-style-type: none">▶ Department of Infrastructure, Transport, Regional Development and Communication and the Arts (DITRDCA)▶ Department of Climate Change, Energy, the Environment and Water (DCCEEW)▶ Regional Development Australia (RDA)▶ National Transport Commission (NTC)▶ National Indigenous Australians Agency (NIAA)

Group	Stakeholder	
Queensland Government		
Departmental ministers	▶ Minister for Transport and Main Roads, Member for Miller, the Hon Mark Bailey MP	
State elected representatives	▶ Member for Condamine, Pat Weir MP	
	▶ Former Member for Southern Downs, Lawrence Springborg AM (until December 2017)	
	▶ Member for Southern Downs, James Lister MP (from December 2017)	
	▶ Member for Toowoomba North, Trevor Watts MP	
State departments and agencies	▶ Office of the Coordinator-General (OCG)	▶ Department of State Development, Infrastructure, Local Government and Planning (DSDILGP)
	▶ Department of the Premier and Cabinet	
	▶ Queensland Treasury	▶ Department of Agriculture and Fisheries (DAF), including Biosecurity Queensland
	▶ Department of Treaty, Aboriginal and Torres Strait Islander Partnerships Communities and the Arts (DTATSIPCA)	▶ Queensland Rail (QR)
	▶ Department of Education (DoE)	▶ Department of Fire and Emergency Services (QFES)
	▶ Department of Housing	▶ Queensland Ambulance Service (QAS)
	▶ Department of Transport and Main Roads (TMR)	▶ Queensland Health
	▶ Department of Regional Development, Manufacturing and Water (DRDMW)	▶ Department of Energy and Public Works (DEPW)
	▶ Department of Resources (DoR) including Resources Safety and Health Queensland (RSHQ)	▶ Queensland Police Service (QPS)
	▶ Department of Environment and Science (DES)	▶ Economic Development Queensland
	▶ Department of Youth Justice, employment, Small Business and Training (formerly known as Department of Employment, Small Business and Training (DESBT))	▶ Department of Local Government Racing and Multicultural Affairs
Local government		
Local government elected representatives	▶ TRC Mayor, Cr Paul Antonio	▶ TRC councillors
	▶ Former GRC Mayor, Cr Graeme Scheu (until March 2020)	▶ GRC councillors
	▶ GRC Mayor, Cr Lawrence Springborg (from March 2020)	
Local government officers	▶ TRC officers and technical staff	▶ GRC officers and technical staff
Local communities		
Directly impacted landowners	▶ Landowners directly affected by the land acquisition requirement for the Project	▶ Landowners impacted by the requirements of environmental and technical investigations
	▶ Landowners impacted by the Project's construction activities (including permanent and temporary impacts)	
Indirectly impacted landowners	▶ Landowners that have the potential for change to existing conditions on their property	▶ Landowners located within the 2km-wide Project study area
Community action groups	▶ Inner Downs Inland Rail Action Group, also known as RAIL (Residents Against Inland Rail Line)	▶ Millmerran Rail Group
Community Consultative Committees (CCCs)	▶ Inner Darling Downs (IDDCCC)	▶ Southern Darling Downs (SDDCCC)
Business and industry groups	▶ Toowoomba and Surat Basin Enterprise (TSBE)	▶ Goondiwindi Chamber of Commerce
	▶ Toowoomba Chamber of Commerce	▶ Millmerran Commerce and Progress Association
	▶ Pittsworth Alliance	

Group	Stakeholder	
Environmental groups	<ul style="list-style-type: none">▶ Australia Koala Foundation▶ Australian Wildlife Conservancy▶ Queensland Koala Advisory Council▶ Friends of the Escarpment Parks Toowoomba Inc.▶ Hope Australia (links to Condamine Catchments)▶ Inglewood and Texas Landcare Association Inc▶ Murray–Darling Association▶ Murray–Darling Basin Authority▶ North East Downs Landcare▶ Pittsworth Landcare▶ Millmerran Landcare▶ Queensland Beekeepers’ Association▶ Darling Downs Moreton Rabbit Board (DDMRB)	<ul style="list-style-type: none">▶ Queensland Conservation Council▶ Darling Downs Environment Council▶ Healthy Land and Water▶ Queensland Murray–Darling Committee▶ Southern Downs Protection Group▶ Southern Queensland NRM▶ Southern Queensland Landscapes▶ The Wilderness Society, Toowoomba▶ Toowoomba Bird Observers▶ Waggamba Landcare Group Inc.▶ Wildlife Preservation Society of Queensland▶ Wildlife’s Welfare Carers Inc.▶ Koala Land and Wildlife Support▶ Toowoomba Koala and Wildlife Rescue▶ Friends of Land and Wildlife Toowoomba▶ Queensland Trust for Nature▶ Darling Downs Soil Conservation Group
Community groups	<ul style="list-style-type: none">▶ Darling Downs Regional Organisation of Councils▶ Goondiwindi and District Historical Society▶ Gowrie Junction Progress Group▶ Kingsthorpe and District Progress Group▶ Highfields and District Business Connection Incorporated▶ History Pittsworth▶ Inglewood Community Advisory Group▶ Macintyre Brook Irrigators Association	<ul style="list-style-type: none">▶ Millwood Farmers Group▶ Macintyre Valley Cotton Growers Association Inc.▶ Millmerran Commerce and Progress Inc.▶ Pampas Progress Association▶ Pampas Rural Neighbourhood Watch Committee▶ Rotary Club of Toowoomba North▶ RSPCA Queensland▶ Wylahra Grove Progress Association▶ Yelarbon Community Consultative Committee▶ Millmerran Show Society
Community (general)	<ul style="list-style-type: none">▶ Landowners, businesses and residents in the towns/localities of:<ul style="list-style-type: none">▶ Kurumbul▶ Yelarbon▶ Inglewood▶ Millwood▶ Millmerran▶ Pampas▶ Brookstead▶ Southbrook▶ Pittsworth▶ Athol▶ Wellcamp▶ Charlton▶ Kingsthorpe▶ Gowrie Mountain▶ Gowrie Junction	
Other key stakeholders		
Local emergency and health providers	<ul style="list-style-type: none">▶ Queensland Rural Fire Services including Pampas Rural Fire Brigade and Brookstead Rural Fire Brigade▶ Warwick District Disaster Management Group (DDMG)▶ Toowoomba Local Disaster Management Group (LDMG)▶ New England Police District▶ Darling Downs Hospital and Health Service (Baillie Henderson Hospital)	<ul style="list-style-type: none">▶ Yelarbon Police Station▶ Millmerran Police Station▶ Pittsworth Police Station▶ Toowoomba Police Station▶ Inglewood Police Station▶ RHealth▶ QPS▶ QAS▶ Queensland Fire and Emergency Services

Group	Stakeholder	
Utility service providers	<ul style="list-style-type: none"> ▶ Powerlink ▶ APA ▶ Energy Queensland, formerly Ergon Energy and Energex ▶ Telstra ▶ TPG ▶ Nextgen ▶ Sunwater ▶ Queensland Urban Utilities 	<ul style="list-style-type: none"> ▶ Dumaresq–Barwon Border Rivers Commission ▶ NBN ▶ Essential Energy ▶ GRC communications, water, sewer and stormwater ▶ TRC communications, water, sewer and stormwater ▶ Optus Utility Network
Gas, petroleum, and energy asset owners	<ul style="list-style-type: none"> ▶ Santos ▶ Arrow Energy ▶ APA 	<ul style="list-style-type: none"> ▶ Millmerran Power Project Partners ▶ InterGen ▶ Origin
Indigenous groups and representatives	<ul style="list-style-type: none"> ▶ Bigambul Native Title Aboriginal Corporation (BNTAC) ▶ Western Wakka Wakka 	<ul style="list-style-type: none"> ▶ Endorsed Aboriginal Parties
Peak bodies	<ul style="list-style-type: none"> ▶ National Road Transport Association ▶ Queensland Transport and Logistics Council ▶ Australian Trucking Association ▶ Toowoomba and Surat Basin Enterprise ▶ Southern QLD Country Tourism ▶ QLD Farmers' Federation 	<ul style="list-style-type: none"> ▶ National Farmers Federation ▶ Agforce ▶ Cotton Australia ▶ Growcom ▶ Heavy Vehicle Industry Australia ▶ Queensland Resources Council ▶ Construction Skills Queensland (CQS)
Education and training	<ul style="list-style-type: none"> ▶ St Joseph's School, Millmerran ▶ Millmerran State School ▶ Pittsworth High School ▶ Pittsworth State School ▶ Yelarbon State School ▶ Oakey State High School ▶ Goondiwindi State High School ▶ Goondiwindi State School ▶ Gowrie Junction State School ▶ University of Southern Queensland (USQ) ▶ University of New England ▶ University of Queensland (UQ) ▶ Griffith University (GU) ▶ University of Wollongong ▶ University of the Sunshine Coast (UniSC) 	<ul style="list-style-type: none"> ▶ St Stephens School, Pittsworth ▶ Southbrook Central State School ▶ St Maria Goretti School, Inglewood ▶ Bunker's Hill State School ▶ Biddeston State School ▶ Brookstead State School ▶ Inglewood State School ▶ Wellcamp State School ▶ Trinity Lutheran College ▶ Clontarf Foundation ▶ Forest Hill School of Arts ▶ TAFE (South West Qld) ▶ MinRes Training Institute ▶ Construction Skills Queensland (CSQ)
Media	<ul style="list-style-type: none"> ▶ <i>Toowoomba Chronicle</i> ▶ <i>Pittsworth Sentinel</i> ▶ <i>Macintyre Gazette</i> ▶ <i>Goondiwindi Argus</i> ▶ <i>Queensland Country Life</i> ▶ <i>Queensland Times</i> ▶ <i>The Brisbane Times</i> ▶ <i>High Country Herald</i> 	<ul style="list-style-type: none"> ▶ <i>The Courier-Mail</i> ▶ <i>The Australian</i> ▶ <i>The Guardian</i> ▶ <i>Country Caller</i> ▶ ABC Southern Downs ▶ WIN ▶ Channel 7 ▶ ABC Radio

TABLE E-3 KEY CONCERNS BY STAKEHOLDER GROUP

Theme	Australian Government	Queensland Government	TRC	GRC	Directly impacted landowners	Indirectly affected landowners	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	IDDCCC and SDDCCC
Environmental															
Noise and vibration															
Noise (construction and operation)		x	x	x	x	x	x	x		x	x	x	x	x	x
Noise from elevated structures		x	x	x	x	x						x			x
Cumulative impact from existing rail, Toowoomba Bypass and the Project on noise		x	x	x	x	x									x
Vibration (construction and operation)		x	x	x	x	x	x	x	x	x	x	x	x	x	x
Surface water and hydrology															
Flooding impacts	x	x	x	x	x	x	x	x			x	x	x		x
Contamination		x											x		
Drainage			x	x	x	x	x					x	x		x
Access to waterways		x	x	x	x	x	x						x		
Water management including discharge (construction and operations)		x	x	x	x	x	x						x		x
Surface water quality		x	x	x	x	x							x		x
Approvals		x	x	x	x						x				
Construction water supply options			x	x	x	x					x				x
Groundwater															
Construction water	x	x	x	x	x	x					x	x	x		x
Contamination (construction and operations)		x	x	x	x	x						x	x		x
Impacts to bores (construction and operations)		x	x	x	x	x					x	x	x		x
Water management including discharge (construction and operations)		x	x	x	x	x	x						x		
Water authorisations (construction and operations)	x														
Environmental management															
Environmental management plan		x	x	x	x	x							x		x
Field surveys		x	x	x	x	x	x					x	x		x
EIS process	x	x	x	x	x	x	x	x	x	x	x	x	x		x
Approvals	x	x	x	x	x	x					x	x	x		x

Theme	Australian Government	Queensland Government	TRC	GRC	Directly impacted landowners	Indirectly affected landowners	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	IDCCC and SDDCC
Climate change (including bushfires)		x	x	x	x	x						x	x		x
Landscape and visual amenity															
Visual amenity (construction and operational)		x	x	x	x	x	x				x	x			x
Light during operation and construction		x	x	x	x	x					x	x			x
Signage		x	x	x							x				
Flora and fauna															
Protecting threatened fauna	x	x	x	x	x	x				x		x	x		x
Protecting threatened flora	x	x	x	x	x	x				x		x	x		x
Environmental (biodiversity) offsets	x	x	x	x	x	x									x
Weed and pest control	x	x	x	x	x	x				x			x		x
Vegetation clearing	x	x	x	x	x	x							x		x
Connectivity, including fauna crossing	x	x	x	x	x	x							x		x
Air quality															
Dust (construction and operation)			x	x	x	x	x					x	x		x
Odour			x	x	x	x	x					x			x
Waste and resource management															
Waste disposal			x	x		x					x				x
Contaminated material			x	x	x	x					x				x
Recycling											x	x	x		x
Removal of spoil			x	x	x	x					x	x			x
Cultural heritage															
Indigenous heritage and non-Indigenous heritage impacts		x	x	x	x	x				x	x	x			x
Land resources															
Land rehabilitation		x	x	x	x					x		x	x		x
Sediment, erosion and soil management		x	x	x	x	x				x		x	x		x
Contamination		x	x	x	x	x				x	x	x	x		x
Spoil		x	x	x	x	x				x	x	x	x		x

Theme	Australian Government	Queensland Government	TRC	GRC	Directly impacted landowners	Indirectly affected landowners	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	IDCCC and SDDCC
Land use and tenure															
Stakeholder engagement investigations															
Land access requests with landowners		x	x	x	x	x	x			x					x
Field investigations		x	x	x	x	x									x
Land use and tenure															
Land acquisition		x	x	x	x	x	x								x
Property acquisition		x	x	x	x	x	x								x
Perceived impacts on property value			x	x	x	x					x				x
General property impacts			x	x	x	x	x								x
Property compensation		x	x	x	x	x	x				x				x
Fencing			x	x	x	x									x
Property damage					x	x									x
Impacts to agricultural activities			x	x	x	x					x	x			x
Property rehabilitation					x	x									x
Lease requests					x	x					x				
Native title		x	x	x	x					x					
Project justification and process															
Program funding		x	x	x											
ToR	x	x	x	x	x	x	x			x	x	x	x		x
Project need	x	x	x	x	x	x	x	x		x	x	x	x	x	x
Project timeframe	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Timing of activities		x	x	x	x	x	x	x	x	x	x	x			x
Project design	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Project description		x	x	x	x	x	x	x	x	x	x	x	x	x	x
Project design															
Proposed alignment	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Route selection	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	x	x

Theme	Australian Government	Queensland Government	TRC	GRC	Directly impacted landowners	Indirectly affected landowners	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	IDCCC and SDDCCC
Construction			x	x	x	x	x	x	x						x
Easements			x	x	x	x			x						x
Construction compounds/laydown areas		x	x	x	x	x						x			x
Pedestrian/cyclist impacts		x	x	x	x	x						x			x
Change to social amenity		x	x	x	x	x					x	x			x
Parks and public facilities		x	x	x							x	x	x		x
Traffic and safety															
Traffic, transport and access															
Rail operations including simultaneous operations of the QR alignment, train types and frequency	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Road–rail interfaces		x	x	x	x	x	x	x						x	x
Traffic management—construction		x	x	x	x	x	x	x			x			x	x
Level crossings		x	x	x	x	x	x	x			x	x		x	x
Local road impacts (including changes to the road network)		x	x	x	x	x	x	x	x		x	x		x	x
Connectivity during construction		x						x	x		x	x			
Traffic concerns			x	x	x	x	x				x	x			x
Impact in traffic volumes			x	x	x		x				x	x			x
Impact and increase of heavy vehicles on local roads			x	x	x	x					x	x			x
Traffic safety (road and rail)		x	x	x	x	x	x	x	x		x	x			x
Damage to local roads			x	x							x	x			
Access during construction and operation					x	x					x	x			
Impact and increase in travel time			x	x	x	x	x				x	x			
Parking impacts			x	x							x				
Social performance															
Social and economics															
Economic benefit to the region			x	x							x	x			x
Economic cost to the region			x	x							x	x			x
Social cost			x	x			x			x	x	x			x

Theme	Australian Government	Queensland Government	TRC	GRC	Directly impacted landowners	Indirectly affected landowners	Local businesses	Emergency and health providers	Utility service providers and pipeline operators	Indigenous groups and representatives	Business and industry groups	Community groups	Environmental groups	Education and training	IDCCC and SDDCCC
Health		x						x			x	x			x
Contractor/employment opportunities			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
Business opportunities											x				
Initiatives supporting community											x				
Non-resident workforce accommodation			x								x				
Stakeholder engagement															
Community consultation	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Consultation process	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Request for further information		x	x	x	x	x	x	x		x	x	x	x	x	x

2.5 Stakeholder engagement methods and tools

The Project has a diverse range of stakeholders with various levels of skills and experience in engaging with large-scale infrastructure projects, so engagement and communications are tailored to meet specific stakeholder's requirements. For example, more technical information is provided to experts on CCCs and government agencies, while more simplified communication materials are used for the general community, and landowner information is tailored to suit the relevant property.

A combination of digital and traditional communication methods and tools are used to achieve the greatest reach.

Details of the engagement methods used are further outlined in Section 4.6, including:

- ▶ CCCs
- ▶ Community information sessions
- ▶ Community events
- ▶ Industry meetings
- ▶ Social pinpoint interactive map
- ▶ Feedback forms
- ▶ Community surveys.

Details about the communication tools used are further outlined in Section 6, including:

- ▶ Inland Rail B2G Project webpage
- ▶ Visualisations, videos, CGI Project fly-throughs and 3D graphics
- ▶ Fact sheets
- ▶ Social media
- ▶ E-News
- ▶ E-Blasts (email campaigns informing stakeholders about specific milestones and Project works).
- ▶ Community newsletters
- ▶ Works notification flyers
- ▶ Posters
- ▶ Paid advertising.

2.6 Stakeholder management

As part of the EIS consultation process, queries or concerns from stakeholders are raised through stakeholder engagement channels. A dedicated stakeholder engagement team collaborate with the Project team to discuss options, and develop solutions and responses for stakeholders. Where technical information is required, the relevant specialists are consulted and, where applicable, a response is provided to the stakeholder. For example, when queries have come from landowners about noise modelling results, EIS consultants have provided detailed information and modelling results to the landowner.

Since 2014, all stakeholder information, issues and interactions have been recorded in ARTC's secure database, Consultation Manager. This data allows the Stakeholder Engagement team to monitor and report on enquiries, concerns and responses across the Project, as described in Section 2.6.1.3.

2.6.1 Stakeholder feedback process

For receiving and resolving broader stakeholder enquiries and concerns, ARTC has established Project enquiry mechanisms, including a dedicated community engagement email, postal address and free-call telephone information line, to provide all stakeholders with a variety of means to source information, raise concerns, provide feedback or discuss any matters relating to the Project.

- ▶ **Email:** InlandRailQLD@inlandrail.com.au
- ▶ **Phone:** 1800 732 761
- ▶ **Post:** PO Box 3093 Toowoomba QLD 4350

ARTC has established offices in Toowoomba and Goondiwindi that serve as a hub for community engagement activities along the alignment, and allows members of the community to drop in and speak face-to-face with the Project's engagement team.

- ▶ **Toowoomba office:** 143–145 Margaret St, Toowoomba QLD 4350
- ▶ **Goondiwindi office:** 116 Marshall Street, Goondiwindi QLD 4390

Whether the concern is raised through an active engagement process, or as an enquiry or feedback received through the enquiry management process or interactive map, all stakeholder issues are recorded, categorised, and responded to within set timeframes.

2.6.1.1 Active engagement

To fully establish two-way dialogue with communities and stakeholders, ARTC has proactively engaged with a diverse range of stakeholders since the inception of the Project. This valuable stakeholder input is critical to the success of the Project. The knowledge gained to date has been incorporated into reference design, alignment planning, road access requirements, road design requirements, and mitigating environmental and social impact. Specific examples of where stakeholder input has been used to inform reference design and additional mitigation measures can be found in Section 5.

Targeted meetings and workshops: ARTC has collaborated with a diverse range of stakeholders, including landowners, local councils, industry groups, regulatory authorities, environmental groups, and community representatives. These range from one-on-one meetings to large technical workshops. Topics addressed include hydrology and flooding, flora and fauna, social impact, road–rail safety, noise and vibration, landscape, and visual amenity. Detailed information of meetings and workshops with landowners can be found in Section 4.5.1.1, and workshops informing technical studies and assessments are detailed in Section 5.

CCCs: Two CCCs were formed in 2017. Their purpose is to keep the community and industry informed, and ensure views are heard and addressed, as the Project progresses. Each committee comprises of members with a range of backgrounds and interests as a broad representation of the Project's stakeholders.

- ▶ The IDDCCC covers the federal electorate of Groom within the broad Project area—the towns of Brookstead, Pittsworth, Southbrook, Gowrie and Toowoomba.
- ▶ The SDDCCC covers the Federal electorate of Maranoa within the broad Project area—the towns of Goondiwindi, Yelarbon, Inglewood, Canning Creek, Oman Ama, Bringalily, Millmerran, and Pampas.

The purpose of the IDDCCC and SDDCCC is to:

- ▶ Facilitate broader community involvement in the Project
- ▶ Seek community feedback and input to Project outcomes
- ▶ Increase awareness and understanding for the Project by providing communities with 'one-point of call' for Project information
- ▶ Act as a conduit between the Project team and the community to provide information or address issues and concerns.

To date, 141 meetings have been held and these meetings will continue until the Project has gained EIS approval. More information, including CCC members, processes, meeting details and outcomes are in Section 4.6.1.

Community information sessions: In addition to targeted meetings, workshops and the CCC meetings, ARTC has held 92 community information sessions between October 2017 and December 2023 to seek community feedback. These sessions were advertised broadly in local media and held in local community venues. The stakeholder engagement team also staffed display stands at local events and delivered pop up stalls in the local communities to encourage general community engagement in the Project. Further details of community information sessions, community events and pop-up stalls are in Sections 4.6.2, 4.6.3 and 4.6.4.

ARTC also attends community and industry meetings throughout the year, such as the community-run Yelarbon CCC, Toowoomba Chamber of Commerce and the Pittsworth Landcare, to increase wider community awareness of the Project. ARTC recognises that engagement activities with key community groups are critical to developing a deep understanding of broader community concerns. The B2G Project team has staffed information displays at public events, such as local shows, to reach general community members and provide Project information more broadly. Details of this engagement can be found in Section 4.6.5.

2.6.1.2 General enquiry and complaint mechanisms

Enquiries and complaints may be lodged via the free-call number, in person, the interactive map, or by email and post. The total number of enquiries received and responded to via these channels for the period from September 2017 to December 2023 is presented in Table E-4.

TABLE E-4 STAKEHOLDER ENQUIRIES AND FEEDBACK RECEIVED

Channel	Enquiries received and responded to
In person	1,131
Email	1,776
Telephone enquiries	543
Post	51
Interactive map (Social Pinpoint)	347
Website enquiry	5

ARTC responds to enquiries and complaints in line with its Complaints Management Handling Procedure. In this way, all stakeholder issues are recorded, categorised and analysed, and responded to within set timeframes, with the minimum standards outlined in Table E-5.

TABLE E-5 MANAGING ENQUIRIES AND COMPLAINTS

Action	Timeframe
<ul style="list-style-type: none"> ▶ ARTC team member receives enquiry or concern/complaint via telephone, email, letter, or in-person. ARTC team member must: <ul style="list-style-type: none"> ▶ acknowledge receipt of interaction with the stakeholder, and ▶ enter contact and correspondence/verbal details into ARTC's Consultation Manager (CM) database. 	<ul style="list-style-type: none"> ▶ Day of receipt
<ul style="list-style-type: none"> ▶ Complaint assigned to responsible team member, usually the Project Stakeholder Engagement Lead. ▶ The Stakeholder Lead may seek advice or referral from ARTC Inland Rail Environment Manager, the relevant Project Manager, or other external or internal stakeholders as required. 	<ul style="list-style-type: none"> ▶ Day of receipt
<ul style="list-style-type: none"> ▶ Project-related responses. 	<ul style="list-style-type: none"> ▶ 1–2 days
<ul style="list-style-type: none"> ▶ Technical information gathered for more complex responses requiring input or review from more than one source across the business. If response requires management approval, this may extend the response return date until approved. 	<ul style="list-style-type: none"> ▶ 1–7 days, or until approved.
<ul style="list-style-type: none"> ▶ Response recorded in CM and any further interaction recorded and closed out. 	<ul style="list-style-type: none"> ▶ Day of reply
<ul style="list-style-type: none"> ▶ Review and document any lessons learned or issues that may need to be followed up or shared with stakeholder or Project team. 	<ul style="list-style-type: none"> ▶ 2–3 days after response sent

The Commonwealth Ombudsman, operating under the *Ombudsman Act 1976* (Cth), has the power to investigate complaints about the administrative actions of Australian Government Business Enterprises, departments and agencies. State and territory Ombudsman can also enquire about complaint-handling procedures in their relevant state or territory.

ARTC has outlined its complaints management handling procedure in a fact sheet, available for all stakeholders on the Inland Rail website. The fact sheet has also been used in engagement with local councils, to consult on complaints procedures for community members, as outlined in Sections 4.3.1 and 4.3.2. The fact sheet is shown in Figure E-2 and Figure E-3.



Enquiries and complaints management

We appreciate and value all feedback received from communities as we design and construct each section of Inland Rail.

By listening and acting on stakeholder feedback wherever we can, we will ensure that Inland Rail is designed, built and operated safely and minimises local community impacts.

Enquiries and complaints can be made via phone calls, emails and in person. All complaints received are handled in line with Inland Rail's complaints management process (see over page).

All enquiries, feedback and complaints received in relation to any section of Inland Rail are responded to in a fair, timely and transparent manner and according to regulatory requirements.

What happens when we receive an enquiry or complaint?

Our Stakeholder Engagement team will respond to all complaints in the first instance and will remain the point of contact until the complaint is resolved.

At all stages of Inland Rail's delivery, our Stakeholder Engagement team will work with their project teams and the complainant to determine a timely and satisfactory resolution.

How do we record and report complaints?

Our Stakeholder Engagement team record both the details of the complaint and the person who made the complaint. These details are logged into our Complaints Register, which forms an important part of the Conditions of Approval for each section of Inland Rail, once received.

All enquiries and complaints received on each section of Inland Rail are considered improvement opportunities for our project teams.



FIGURE E-2 ENQUIRIES AND COMPLAINTS MANAGEMENT FACT SHEET

Complaints escalation process

If your enquiry, feedback or complaint is not resolved in the first instance by our Stakeholder Engagement team, we have a complaints escalation process which outlines how we escalate matters to achieve a resolution that is satisfactory to all parties.


- 1** Complaint is referred to the relevant Inland Rail Stakeholder Engagement Lead and Project Environment Advisor for environmental complaints. They will complete an investigation of the complaint and advise the complainant of the outcome
- 2** If not resolved at Step 1, details of the investigation and complaint will be escalated to the respective Inland Rail Senior Project Manager and Environment Manager for environmental complaints.
- 3** If not resolved at Step 2, details of the investigation and complaint will be escalated to the respective Inland Rail Stakeholder Engagement Manager and Inland Rail Project Director. We aim to resolve complaints within 5 days. However, if it takes longer, we will contact the complainant to advise an anticipated timeframe.
- 4** If not resolved at Step 3, the complainant will be advised of the opportunity to seek independent mediation. An independent mediator accredited by a Recognised Mediator Accreditation Body will be sourced and the complainant advised. Inland Rail and/ or the relevant contractor representatives will attend the mediation.

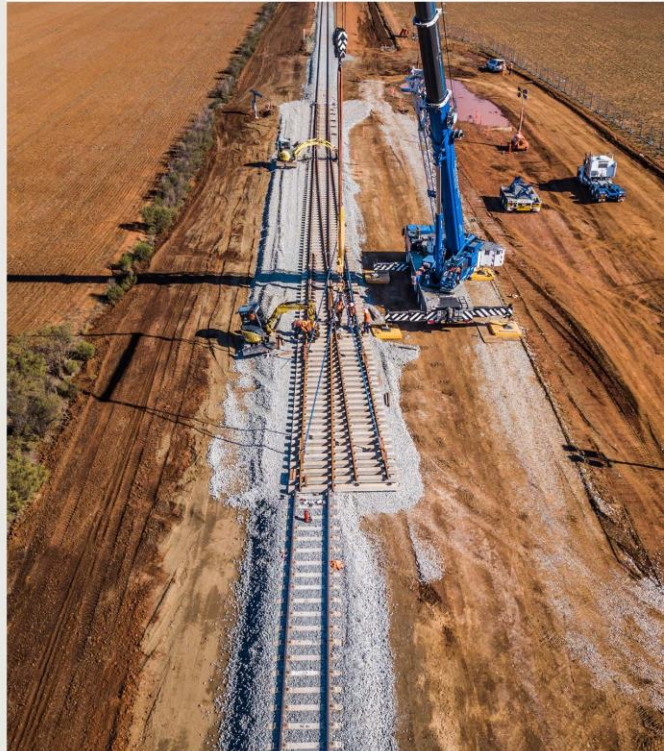
How to make an enquiry or complaint

You can request information, make an enquiry or lodge a complaint about activity on any section of Inland Rail at anytime via our Stakeholder Engagement team. All details of your enquiry or complaint and your contact information will be collected to help us determine a satisfactory outcome.

 **Inland Rail:**
1800 732 761 ARTC

 **Inland Rail:**
inlandrailnsw@artc.com.au
inlandrailqld@artc.com.au
inlandrailvic@artc.com.au

 **Inland Rail Engagement Team:**
GPO Box 2462
Brisbane QLD 4001
Australia



Want to know more?

ARTC is committed to working with property owners, 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.

 **ARTC Inland Rail, GPO Box 2462, Brisbane QLD 4001**

 **1800 732 761**

 **inlandrailenquiries@artc.com.au**

 **inlandrail.com.au**

CURRENT AS AT AUGUST 2022

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FIGURE E-3 ENQUIRIES AND COMPLAINTS MANAGEMENT FACT SHEET

2.6.1.3 *Recording stakeholder engagement*

ARTC maintains a secure stakeholder management database, Consultation Manager, to record all consultation undertaken as a part of the Project. This central database is used to record stakeholder consultation, and monitor and report on enquiries, issues and responses.

Every stakeholder interaction sets the tone for future relationships and Consultation Manager assists ARTC to better understand the Project's stakeholders, capture their concerns, and provide timely feedback and communication back to them. It will also be the foundation of information required for the acquisition process and relevant information captured and provided for consideration in detailed design. Consultation Manager is used across all ARTC operations and Inland Rail projects.

The database was established in mid-2014 for the Inland Rail Program and will be maintained throughout the EIS process and into Project construction and operation. This provides ARTC with a deep understanding of stakeholder sentiment, complaints and emerging conversation themes, allowing the Project to deal with issues and risks proactively, and leading to informed consultation and stronger stakeholder relationships.

3. Early Inland Rail Program and B2G stakeholder engagement activities (2006–2017)

Consultation on the Inland Rail Program began with the *North–South Rail Corridor Study* (Ernst & Young, 2006), 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 (see Section 3.1).

The study formed the starting point for the *Melbourne-Brisbane Inland Rail Alignment Study* (IRAS) completed in 2010 (ARTC, 2010) (see Section 3.2).

With each subsequent Inland Rail Program study and investigation, the alignment has become more detailed, and design and performance parameters more refined.

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

After the 2013 Federal Election, the incoming government committed to this \$300 million funding, in conjunction with announcements regarding the formation of the Inland Rail Implementation Group (IRIG). This funding established the basis for the development of ARTC Inland Rail in the lead up to Project delivery.

The ARTC 2015 *Inland Rail Program Business Case* (Business Case) was the key supporting document for the IRIG Report. It demonstrated that Inland Rail could drive a significant shift in rail's share of transported freight and drive an increase in the total volume of freight moved around the country (see Section 3.4).

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

In the 2016–2017 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 million as an equity injection to ARTC to progress land acquisition, the continuation of pre-construction and due diligence activities.

The Inland Rail *Yelarbon to Gowrie Corridor Options Report* (2017) reviewed alternative options and engaged the wider community through a Project Reference Group (PRG) and town hall-style community meetings. The focus of consultation during this time in the greenfield sections was to progress route option comparisons where appropriate and understand relative potential impacts to landowners and communities. In the brownfield sections, the focus was on explaining proposed works and timelines and gaining landowner and community feedback on impacts and designs. This landowner, community and key stakeholder consultation informed the multi-criteria analysis used to refine the preferred alignment option. Engagement also highlighted the potential impacts that the proposed railway would have on individuals, local communities and businesses from personal, operational and economic perspectives (see Section 3.4).

Figure E-4 provides an overview of the engagement timeline from 2006 to 2024 for the Project.

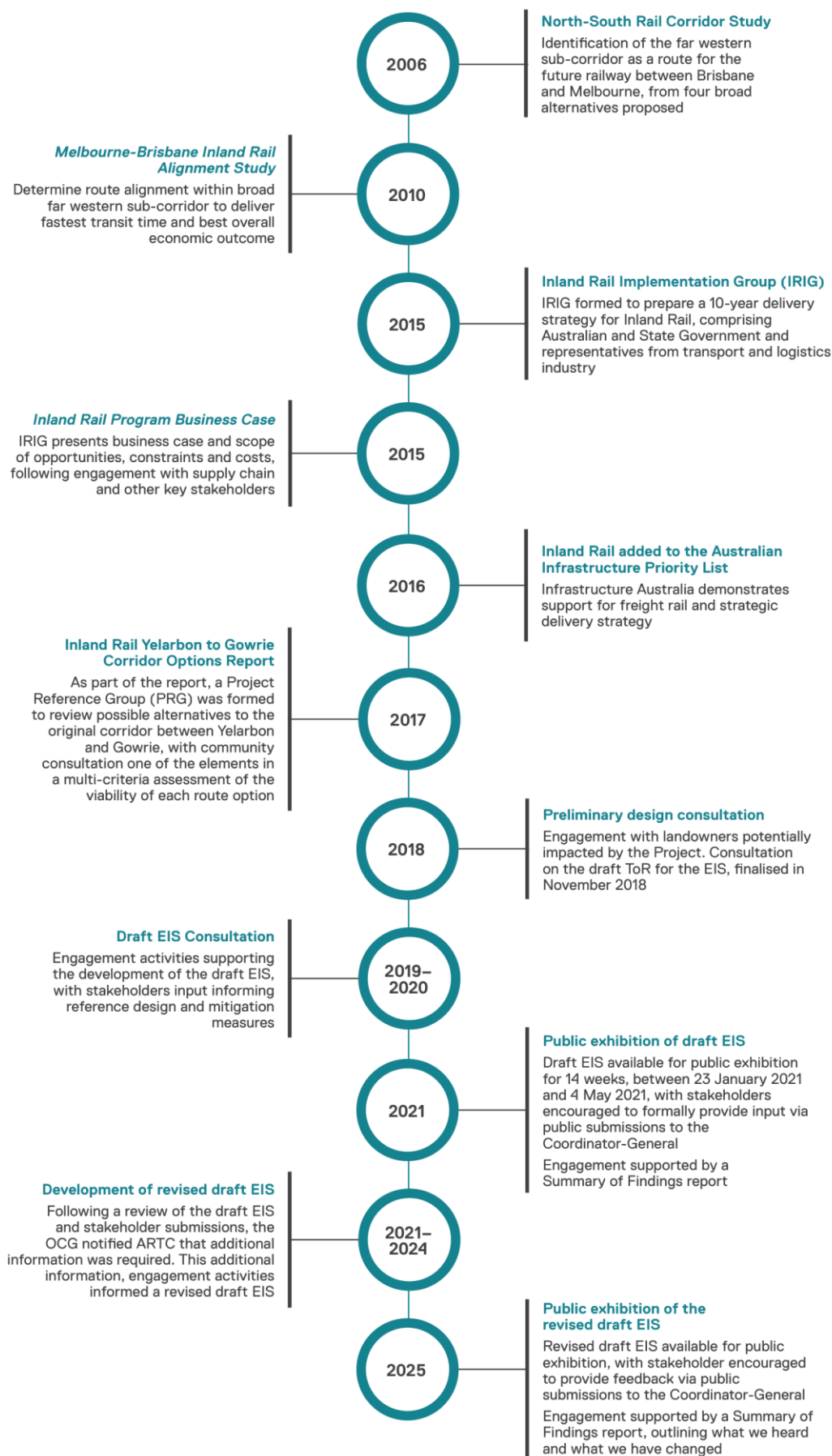


FIGURE E-4 B2G ENGAGEMENT TIMELINE 2006–2025

3.1 2006 North–South Rail Corridor Study

The commencement of the *North–South Rail Corridor Study* (Ernst & Young, 2006) was announced in late 2005. Its purpose was to examine the adequacy of the existing Melbourne to Sydney to Brisbane rail corridor to meet future freight demand and identify potential options for rail corridor investment.

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. It identified that the far western sub-corridor (via Albury and Parkes) would have the lowest capital cost, fastest transit time and best economic cost-benefit performance.

This study included extensive data collection and liaison with key stakeholders, and a wide range of organisations and interested parties, to examine different options for an enhanced, existing coastal route or alternative inland routes. Key issues raised 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 groups involved in *North–South Rail Corridor Study* are listed in Table E-6.

TABLE E-6 CONTRIBUTORS TO THE STUDY AREA FOR THE NORTH-SOUTH RAIL CORRIDOR STUDY (E&Y, 2006)

Australian Government and State Government department and agencies¹	
▶ 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)	▶ Parks VIC
▶ Department of Infrastructure (VIC)	▶ Queensland Transport (QT)
▶ Department of Lands (NSW) Department of Lands (VIC)	▶ Roads and Traffic Authority NSW
▶ Department of Local Government (QLD)	▶ Transport Infrastructure Development Corporation (NSW)
▶ Department of Main Roads (NSW)	▶ Treasury (Cth)
▶ Department of Main Roads (QLD)	▶ VicRoads
▶ Department of Transport and Regional Services (DOTARS)	
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	▶ QR (QR National, QR Access)
▶ Australasian Rail Association Inc. (ARA)	▶ RailCorp
▶ 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	▶ Amcor Australia
▶ Australian Logistics Council	▶ Post BlueScope Steel
▶ Australian Federation of International Forwarders	▶ Coca-Cola Amatil
▶ Brisbane Port Authority	▶ Coles Myer
▶ FCL K&S Linfox	▶ Fisher & Paykel
▶ National Logistics Council	▶ P&O
▶ Newcastle Port Authority	▶ Patrick Corporation (Autocare, Logistics)
Regional stakeholders/Local Governments, Area Consultative Committees, and other interested parties	
▶ Area Consultative Committees (ACCs)	▶ Chambers of Commerce/regional development associations
▶ Australian Shipowners Association	

1. The Australian Government and State Government departments and agencies are referred to by their names at the time.

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 Ernst & Young corridor study team (the study team) to compile a comprehensive view of industry perspectives backed by relevant data.

The study team also received written and oral advice from several key stakeholder groups, including: the 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; explored methodologies for analysing data and data conclusions; highlighted issues and focus points; and provided opportunities for further feedback, comments and information gathering.

In addition to consulting government and industry, and to ensure that all interested parties were engaged in a transparent and consistent manner, the study team also invited postal and email submissions.

An important part of the stakeholder consultation process involved engaging regional stakeholders. Relevant ACCs were specifically invited by DOTARS to provide a submission.

Route options were compared using an optimisation model specifically developed for the study based on operating efficiency, infrastructure requirements, market demand, environmental constraints, and financial and economic viability. To further inform the selection of potential options, the scope of the study also required data gathering and consultation across a range of subjects and stakeholders.

Given the purpose of the study, consultation was directed to a targeted group, including:

- ▶ Australian government departments and agencies
- ▶ State government departments and agencies, across Queensland, NSW and Victoria
- ▶ Rail industry and potential rail providers
- ▶ Freight forwarders, rail customers, and current and potential major freight clients
- ▶ Regional stakeholders, chambers of commerce, local government and area consultative committees
- ▶ Other interested parties.

Information gathered from these groups directly supported the market assessment, demand analysis, comparison and evaluation of route options. The study identified the Far Western Sub-Corridor as the preferred corridor. This corridor is the shortest distance from north to south, with the fastest possible transit time.

3.2 2008 to 2010 Melbourne to Brisbane Inland Rail Alignment Study (IRAS)

In 2008, the Inland Rail Program, led by ARTC, was announced by the Australian Government. This resulted in the IRAS (ARTC, 2010).

The study was conducted by ARTC from 2008 to 2010 and analysed a large number of alternative routes within the Far Western Sub-Corridor. Its purpose was to determine the optimal alignment of the route, as well as the economic benefits and likely commercial success of a new standard-gauge inland railway between Melbourne and Brisbane.

The IRAS analysed many 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 analysis indicated a demand for the railway, and shortlisted and analysed several route options.

The final preferred alignment incorporated the following components:

- ▶ Melbourne to Parkes: 670 km of existing track and 37 km of new track on a greenfield alignment from Illabo to Stockinbingal, bypassing Cootamundra and the Bethungra spiral
- ▶ Parkes to North Star: 307 km of upgraded track and 291 km of new track on a greenfield alignment from Narromine to Narrabri
- ▶ North Star to Acacia Ridge: 271 km of new track on a greenfield alignment, 119 km of existing track upgraded from narrow gauge to dual gauge, and 36 km of the existing coastal route.

The study presented an optimal alignment for Inland Rail, encompassing both upgraded sections of existing line and substantial new construction.

The stakeholders consulted by the study team during the IRSA are listed in Table E-7.

TABLE E-7 MELBOURNE-BRISBANE INLAND RAIL ALIGNMENT STUDY STAKEHOLDERS

Rail Customers	Other Stakeholders
<ul style="list-style-type: none"> ▶ Amcor ▶ Australia Post ▶ AWB ▶ Bluescope ▶ Coles ▶ Costa ▶ CS Energy ▶ Ford ▶ GrainCorp ▶ K& S Freighters ▶ Linfox ▶ Moraitis ▶ New Hope ▶ Northern Energy ▶ OneSteel ▶ Pace Farm ▶ Pacific National ▶ Peabody ▶ Port of Brisbane ▶ QR National ▶ SCT Logistics ▶ Toll Holdings ▶ Troncs Transport Solutions ▶ Toyota ▶ Visy ▶ Woolworths 	<ul style="list-style-type: none"> ▶ Australian Transport and Energy Corridor Ltd (ATEC) ▶ Border Region Organisation of Councils (Moree) ▶ Brisbane City Council ▶ Davidson Consulting ▶ Farmers' organisations ▶ Great Australian Trunk Rail System (GATR) ▶ Local councils along the route ▶ Local government associations ▶ Northern Sydney Freight Corridor study team ▶ NSW Ministry of Transport ▶ Queensland Department of Mines and Energy ▶ QR ▶ Department of Transport and Main Roads (formerly Queensland Transport) ▶ Shepparton—Food Bowl Inland Rail Alliance ▶ Rail Corp ▶ Rail Infrastructure Corporation ▶ Victorian Department of Transport ▶ Warwick—Cunningham Rail Link ▶ Others who made submissions or written letters

3.3 2014 to 2015 Inland Rail Program Business Case

The ARTC *Inland Rail Program Business Case* (Business Case) (ARTC, 2015a) was the key supporting document for the IRIG Report. It outlined the engagement activities undertaken to that date, and described the communication and stakeholder engagement strategy for Inland Rail.

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

These principles included:

- ▶ Building awareness, understanding and support for Inland Rail among customers, stakeholders and the community
- ▶ Harnessing the sense of ownership through advocates of Inland Rail
- ▶ Creating an active dialogue with customers, communities and other stakeholders
- ▶ Identifying and manage issues and opportunities
- ▶ Actively seeking 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–road interfaces where it benefits Inland Rail and improves community safety and amenity
- ▶ Supporting through internal communication, engagement and knowledge sharing in order to maximise the value of the investment.

The approach is based on the foundations of public participation developed by the International Association for Public Participation (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 were considered when developing the strategy (and broader Inland Rail Program).

These included:

- ▶ Established engagement practices and precedents from other projects, such as the Southern Sydney Freight Line
- ▶ Recent public and private sector infrastructure projects in Queensland, 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).

3.3.1 Business Case key stakeholders

The following three factors shaped how we identified stakeholders and determined the Business Case engagement approach:

- ▶ **Influence:** people who were, or potentially were, able to influence the Inland Rail delivery effort, whether their actions were likely to support or impede the Project. This includes those with informal influence and those with formal decision-making power.
- ▶ **Representation:** people who were, through regulatory structures or culture and tradition, entrusted to represent other individuals, such as local community leaders, MPs, councillors, or leaders of membership organisations.
- ▶ **Proximity:** those stakeholders geographically close to the alignment and the diverse group of professional people and employees working within those organisations directly responsible for contributing to the advancement of Inland Rail.

The key stakeholder groups identified as influencing or being affected by Inland Rail are listed in Table E-8.

TABLE E-8 INLAND RAIL BUSINESS CASE KEY STAKEHOLDER GROUPS

Government	Business and industry
<ul style="list-style-type: none"> ▶ The Deputy Prime Minister and Minister for Infrastructure and Regional Development ▶ IRIG ▶ Relevant Australian and State Ministers and MPs (including key parliamentary committees) ▶ Selected local governments, chief executive officers, mayors and councillors ▶ Relevant Australian and State Government departments, agencies and their officers ▶ Economic regulatory bodies ▶ Neighbouring and related projects ▶ Emergency services 	<ul style="list-style-type: none"> ▶ 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
Community	
<ul style="list-style-type: none"> ▶ Local property owners (positively or negatively impacted) ▶ Traditional Owners ▶ Community groups and individuals (supportive or critical) 	
Environment	
<ul style="list-style-type: none"> ▶ Peak environmental groups ▶ Local groups, coalitions, or individuals ▶ Relevant university academics and researchers 	
Media	
<ul style="list-style-type: none"> ▶ 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 	

3.3.2 Business Case stakeholder engagement activities

Engagement activities supporting the development of the Business Case started to increase significantly in mid-2014, with a range of consultation with all levels of government, peak bodies, potential customers, end users and the logistics industry.

The activities are outlined in Figure E-5 and included:

- ▶ 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 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 telephone line to deal with early enquiries from community members and landowners
- ▶ 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 that 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 | ▶ NRMA |
| ▶ Aurizon | ▶ New South Wales Farmers |
| ▶ Australasian Railway Association | ▶ Country Women's Association |
| ▶ Australian Food and Grocery Council | ▶ Asciano Pacific National |
| ▶ Australian Logistics Council | ▶ Port of Brisbane Pty Ltd |
| ▶ Australian Trucking Association | ▶ Queensland Resources Council: New Hope Group |
| ▶ Bluescope Steel | ▶ Queensland Resources Council: Stanmore Coal |
| ▶ CEVA Logistics | ▶ Cube Holdings |
| ▶ Coles DB Schenker | ▶ SCT Logistics |
| ▶ Genese and Wyoming Australia Pty Ltd | ▶ Toll Intermodal |
| ▶ GrainCorp | ▶ Victorian Transport Association |
| ▶ Melbourne Brisbane Inland Rail Alliance | ▶ Woolworths Limited |
| ▶ National Farmers Federation | ▶ Yancoal |

3.3.3 Key findings

Engagement activities undertaken during the creation of the Business Case indicated sustained positive interest in Inland Rail from all key stakeholder groups.

Customers 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:

‘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 governments 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.

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

Greater detail regarding the themes and outcomes of specific consultation activities is outlined in Figure E-5.

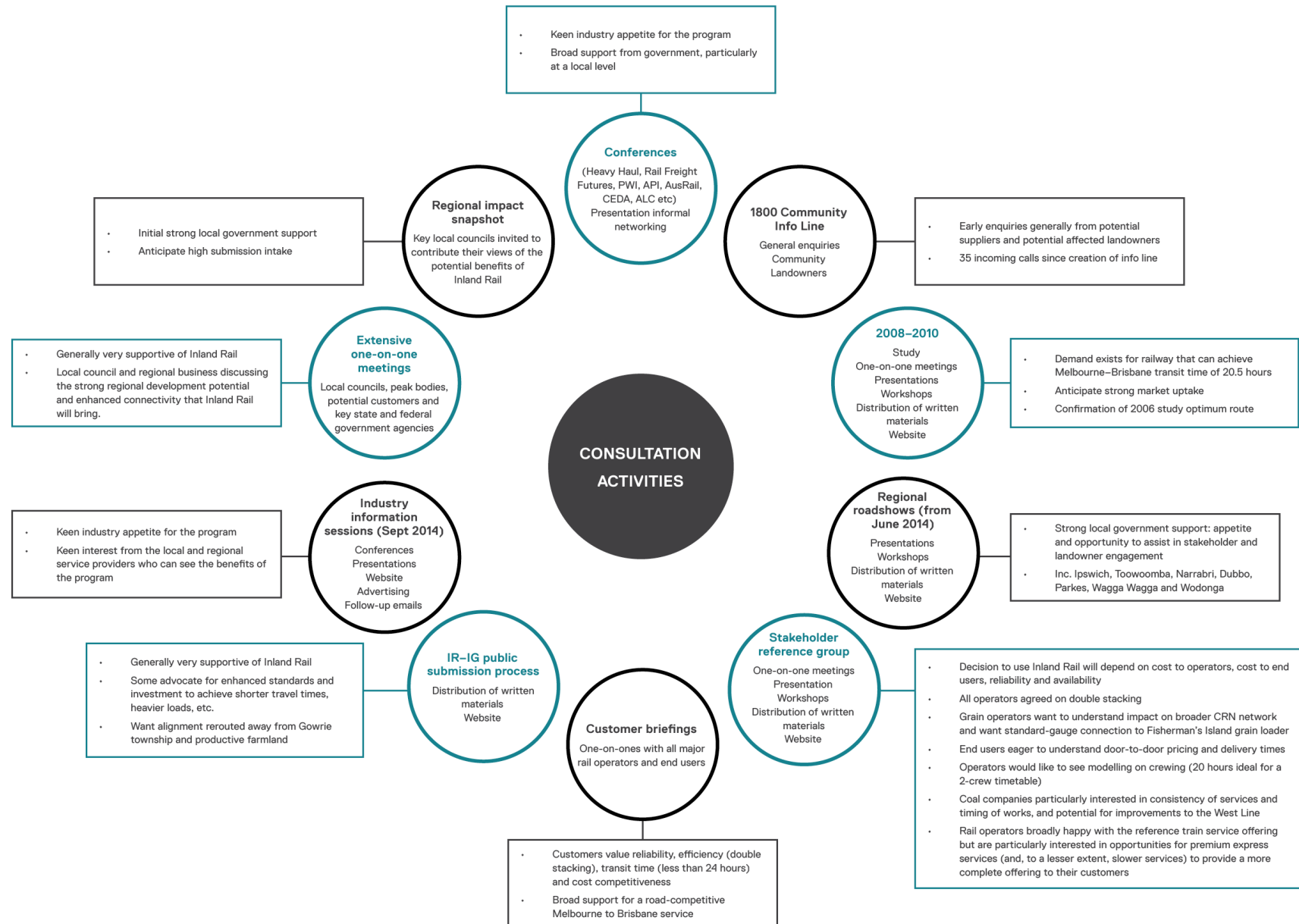


FIGURE E-5 INLAND RAIL BUSINESS CASE CONSULTATION ACTIVITIES

3.3.4 Business Case summary

Effective communication and stakeholder engagement are critical to the successful delivery of Inland Rail.

ARTC's communication and stakeholder engagement strategy has been continuously refined throughout the Project's development. Consultation with industry, customers and end users has led to the development of the Inland Rail Service Offering, which has been critical to route selection.

The Service Offering demonstrates a clear potential for more efficient services to meet customer needs (while preserving the core offering of a 24-hour transit time from Melbourne to Brisbane); a clearly specified reliability target of 98 per cent; and clarity around the commitment to interoperability with connections to the NSW Country Rail Network and Queensland narrow-gauge network.

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. Industry and freight customers have been consistent in expressing their priorities throughout this process, including the need for flexibility, interoperability and clearly stating the target for reliability.

Operation of freight networks comprise transport systems and intermodal terminals. During Project concept planning, terminals were also highlighted as a critical element of the Project.

To facilitate the operation of the B2G 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:

- ▶ Brisbane West Wellcamp Airport (now Toowoomba Wellcamp Airport)
- ▶ QR in relation to the operation of the Acacia Ridge rail facility
- ▶ SCT Logistics in relation to operation of the Bromelton freight terminal
- ▶ TMR, councils and developers in relation to future planning proposals.

ARTC will continue to work with terminal operators and proponents as the Project progresses.

3.4 2014 Inland Rail Implementation Group

Early works to develop the Business Case and alignment corridor 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.

In 2014, the Inland Rail Implementation Group (IRIG) was formed. Its purpose was to work 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 has been a critical consideration in route selection.

As part of this process, and due to the strong community and stakeholder interest in Inland Rail, IRIG welcomed submissions from March to June 2014. The submission process enabled stakeholders to provide their views on Inland Rail, the route (as presented in the *Melbourne–Brisbane Inland Rail Alignment Study* (ARTC, 2010)) and any unresolved matters for the IRIG's consideration.

Approximately 40 submissions were received from a diverse range of stakeholders including councils, community groups, Australian Government agencies, interested individuals, logistics organisations, engineering companies, mining companies, peak bodies (business), the Port of Brisbane, property and investment organisations, and rail operators.

Key themes raised in the submissions included:

- ▶ General support for Inland Rail and agreement it is needed to meet increasing freight demands
- ▶ Localised impacts of Inland Rail on residential communities and land, including Gowrie Junction and high-value agricultural land
- ▶ The alignment and standards to which Inland Rail should be built
- ▶ Staging of Inland Rail to minimise impacts on the minerals sector
- ▶ Opportunities for private sector engagement.

The IRIG also held forums, roadshows and industry briefings. Stakeholder forums were held in Sydney held in:

- ▶ May 2014, to advise key industry and local government stakeholders about the Australian Government's commitment to delivering Inland Rail, explain the role of the Implementation Group and actions it has undertaken, and provide stakeholders with the opportunity to discuss issues relating to the delivery of Inland Rail
- ▶ October 2014, to provide stakeholders with an update on the work of the Implementation Group, as well as to test the proposed service specifications for Inland Rail with the rail operators and logistics firms that are likely to use the railway.

Roadshow meetings were held in a range of locations¹ in June 2014 and February 2015 to brief local communities and industry leaders about the status of, and plans for, Inland Rail and to seek feedback about the next stages and priority projects. It also provided an opportunity for ARTC and Implementation Group representatives to understand the unique local opportunities of each region.

Industry briefings were held in Sydney and Brisbane in September 2014 and Toowoomba in August 2015 to provide insight into the intent, challenges and performance specifications expected from Inland Rail. The briefings also provided participants with ideas about potential opportunities to be involved in the delivery of Inland Rail. Over 400 representatives from Australian and international rail and construction companies, consultants and suppliers attended the briefings.

In addition, members of the Implementation Group held meetings on request with key stakeholders including industry, community groups, the Food Bowl Inland Rail Alliance and local governments.

During this period, extensive one-on-one meetings were also undertaken by ARTC with local government representatives, peak bodies, potential rail customers and key state government and Australian Government agencies. ARTC reported that these groups were generally very supportive of Inland Rail with local councils and regional businesses interested in the strong regional development potential and enhanced connectivity that Inland Rail could bring.

Key topics in these meetings included:

- ▶ Technical specifications of the network required by customers and freight handlers
- ▶ Alternative alignments
- ▶ Investment opportunities and abilities to attract investment
- ▶ Economic growth opportunities
- ▶ Dual management of passenger and freight uses.

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 (assuming a 2015 start, this would mean Inland Rail being operational in 2025). The 2015 IRIG Report largely adopted the 2010 IRAS recommended alignment, with certain variations and recommendations for further assessment.

3.5 2016 to 2017 Inland Rail Yelarbon to Gowrie Corridor Options Report

The opening of the Wellcamp Airport, west of Toowoomba, in November 2014 constituted a material change to the region, and became a key driver for the decision to review possible alternatives to the original Inland Rail Base Case corridor between Yelarbon and Gowrie.

The Honourable Darren Chester MP, then Australian Minister for Infrastructure and Transport, determined that there was a demand to have more certainty on the route selection. This, along with the opportunity to interface with Wellcamp Airport and associated Wellcamp-Charlton Industrial Precinct, compelled the commission of the Yelarbon to Gowrie Corridor Options Report.

As part of this report, a Project Reference Group (PRG) was formed. Mr Bruce Wilson (AM) was appointed by the then Minister for Infrastructure and Transport to chair the PRG, which comprised community organisations including farming peak bodies and organisations, chambers of commerce and business groups, environmental and conservation groups, and community and progress associations with both local and regional Darling Downs interests. The PRG held six meetings between December 2016 and March 2017. Meetings were also attended by observers, including representatives of local government authorities, state departments and others.

¹ Roadshow meetings were held in 2014 in Ipswich (2 June), Toowoomba (2 June), Narrabri (4 June), Dubbo (5 June), Parkes (6 June), and in 2015 in Wagga Wagga (4 February) and Wodonga (5 February).

To engage with the wider community, the PRG Chair conducted four drop-in sessions over three days to give the community the opportunity to ask questions and provide further input for the project. Due to the amount of interest and attendance, the drop-in sessions evolved into a town hall style presentation, with community members able to engage with representatives for before and after the presentation for more one-on-one discussions.

Sessions were held between 8 March to 10 March 2017 in Millwood, Brookstead, Felton and Southbrook.

Community consultation through the PRG meetings and drop-in sessions identified five key areas (indicators) for input into the location of any corridor. They were:

- ▶ Loss or severance of agricultural land, particularly resulting in disruption to broadacre cropping practices along a route option
- ▶ The potential for afflux caused by the project and consequential impacts to land and property along a route
- ▶ Impacts (direct and indirect) to residential and other sensitive receptors (i.e. schools, hospitals, etc.) along a route
- ▶ Total length of each route option considered to be greenfield, i.e. not previously used for railway purposes
- ▶ The number of landowners impacted by a route option.

This engagement and five key indicators were used to develop the multi-criteria analysis (MCA), which was used to assess the viability of each option.

The metrics used in the MCA, in relation to community response to the options are shown in Table E-9.

TABLE E-9 COMMUNITY RESPONSE MCA METRICS

Community Response Aspect	Assessment
Impacts to potential broadacre cropping land	Number of hectares of potential broadacre cropping within the notional construction corridor of each route option
Greenfield alignment length	Total length of each route option considered to be greenfield, i.e. not previously used for railway purposes
Number of receptors susceptible to afflux due to the Project	Number of receptors (residential and other structures) that are located within the footprint of foreseeable afflux during a significant event, based on published QLD Globe floodplain overlays
Residential receptors	Residential receptors within 200 m of the notional construction corridor, broken down for each route option to provide a total number and the number along greenfield sections
Other sensitive receptors	Other sensitive receptors (such as schools, health care facilities, etc.) within 200 m of the notional construction corridor
Number of freehold properties traversed/severed	Number of freehold properties (lot on plan) that would be directly impacted by the notional construction corridor within greenfield sections for each route option

The PRG meetings and community engagement highlighted the potential impacts that the proposed railway would have on individuals, local communities and businesses from personal, operational and economic perspectives—recommending that early community engagement to discuss prospective impacts and requirements be undertaken.

Engagement was to include assessment of community, livestock and machinery movements in close proximity to the corridor and the local preference in planning for an alignment route that could minimise any prospective impacts.

As the preferred alignment started to become clearer, directly and indirectly impacted stakeholder consultation commenced. On 21 September 2017, the Minister for Infrastructure and Regional Development announced the preferred 2-km wide impact assessment area for the Project. Following this announcement, ARTC increased its program of briefings and information sessions along the alignment. These included meetings with councils, federal and state MPs, community consultation via public meetings and drop-in sessions, and exhibitions at agricultural shows, together with individual meetings with potentially affected landowners.

During this period, ARTC also met with landowners potentially, or likely to be, directly impacted by Inland Rail on more than 2,500 occasions, with 525 separate face-to-face consultations undertaken during the last quarter of 2018.

Between January 2016 and November 2018, ARTC convened or addressed public meetings and information sessions attended by more than 7,000 people. Further information on the stakeholder engagement supporting route selection and alignment planning can be found in Chapter 2: Project Rationale. Following the release of the ToR in November 2018, stakeholder engagement activities were undertaken as part of the consultation plan for the development of the draft EIS and revised draft EIS, documented in Section 4.

4. Stakeholder engagement program to support draft EIS and revised draft EIS (2018–2023)

4.1 Overview

This section outlines the stages of engagement undertaken to support the draft EIS and revised draft EIS. The stakeholder engagement program was designed to provide numerous channels and opportunities for directly and indirectly impacted stakeholders to participate in the Project.

ARTC introduced the Project and the study corridor through a series of community information sessions between September and December 2017, in Gowrie, Southbrook, Millmerran, Inglewood, Yelarbon, and Pittsworth (see Section 4.6.2). Engagement since then has been ongoing and iterative, responding to the different stages of development of the draft EIS and revised draft EIS:

- ▶ Between September 2018 (with the release of the ToR in November 2018) and December 2020, engagement activities supported the development of the draft EIS
- ▶ From January 2021 to May 2021, to support the public notification of the draft EIS
- ▶ Since May 2021, to inform the development of the revised draft EIS, including engagement undertaken to respond to additional information requested by the Coordinator-General on 4 January 2022.

Consultation activities have been structured to provide multiple opportunities for both targeted stakeholders and the wider community to participate. Stakeholders have been engaged using a range of techniques, including presentations and briefings, CCCs, face-to-face discussions and meetings, newsletters, community information sessions, surveys, web-based materials, including an interactive mapping tool, Social Pinpoint available from the Inland Rail website.

These activities were supported by opportunities for all stakeholders to provide feedback via comment forms, an interactive map, workshops and Project-specific contact channels (1800 number, email, face-to-face conversations).

Consultation activities are described in Section 4.1 to section 4.5.2. Engagement activities with representatives from the Australian Government and federal agencies, Queensland and NSW state agencies, local councils, Traditional Owners, directly and indirectly impacted landowners, community and environmental groups, local businesses and other stakeholders are detailed in Section 4.2 and Section 5. The communication tools that supported the activities are described in Section 6.

A summary of engagement activities and communication tools is provided in Figure E-6.

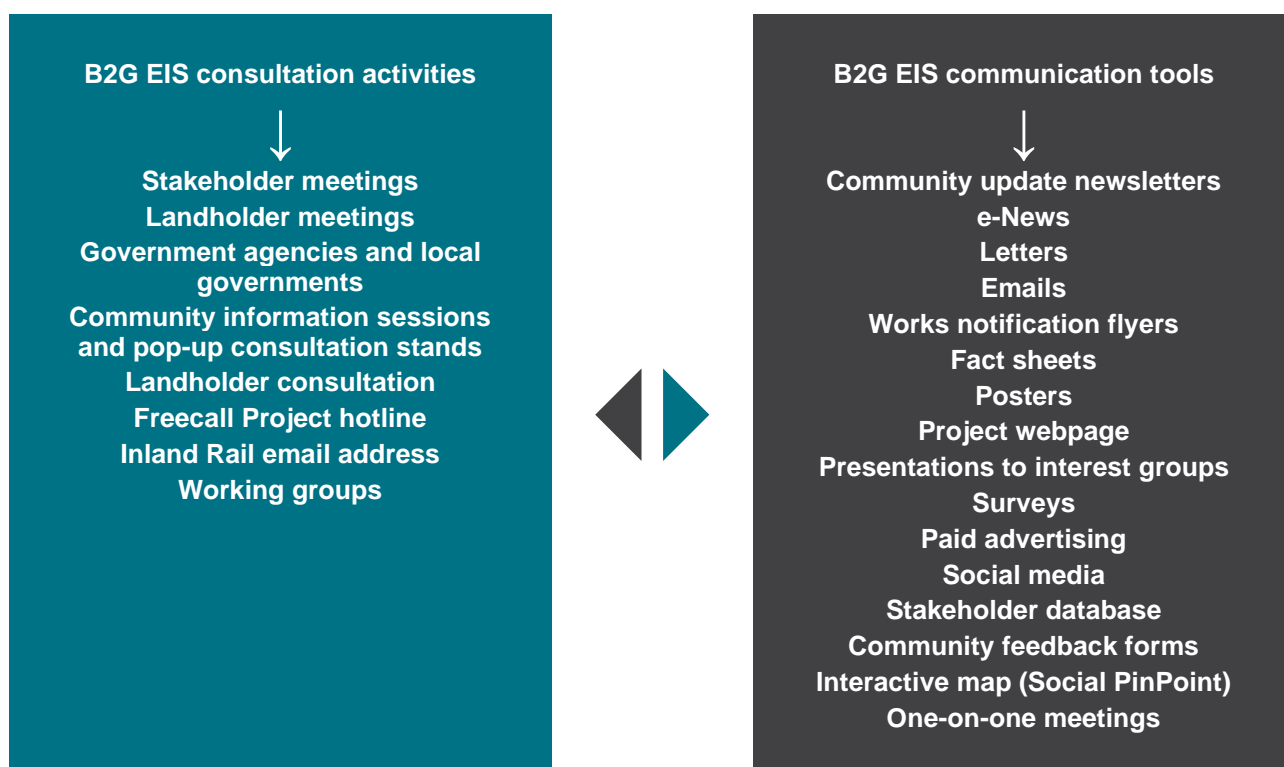


FIGURE E-6: B2G EIS CONSULTATION ACTIVITIES AND COMMUNICATION TOOLS

The development of the draft EIS also involved targeted stakeholder activities to provide information and input into the EIS and reference design, as detailed in Section 4.2. Stakeholder input into technical studies and assessments has allowed ARTC to draw on local expertise, knowledge and historical information in key areas.

These key areas include:

- ▶ Flooding and hydrology
- ▶ Alignment development
- ▶ Road–rail interface
- ▶ Social Impact Assessment (SIA)
- ▶ Indigenous cultural heritage
- ▶ Noise and vibration
- ▶ Land use, tenure and property impacts
- ▶ EIS public notification and response to submissions
- ▶ Flora and fauna management strategies.

4.1.1 B2G Project introduction

ARTC held several one-on-one meetings, community information drop-in sessions and presentations in 2017 to raise community awareness of the Project and advise of the formal start of the approval process. Members of the Stakeholder Engagement Team were present to answer community questions, and large maps of the Project alignment were available for viewing. The alignment was available on Google Earth for residents to view the location of the proposed rail corridor. These Project introduction sessions were advertised through a mailout, posters, advertisements and emails sent to registered stakeholders.

The IDCC and SDDCC was also established in 2017, as a clear channel of communication between ARTC and the community. The CCCs enabled the Project to provide information, updates and respond to the community's questions and concerns.

Stakeholder groups were also targeted, with working groups formed with TRC, GRC, TMR and state and Australian Government agencies, and regular Project briefings established.

Details of community information sessions are found in Section 4.6.2, details of CCCs are outlined in Section 4.6.1 and engagement with local, state and Australian Government agencies are detailed further in Section 4.2.

4.1.2 Stages of engagement to support development of the EIS

To complement the development of the B2G EIS, a staged consultation program was developed. This program was aligned to meet the statutory approval milestones.

Full details of the phased consultation program are listed in Table E-10.

TABLE E-10: STAGES OF STAKEHOLDER ENGAGEMENT TO SUPPORT THE EIS

Stage/ timing	Detail	Regulatory requirements	Engagement activities	Engagement outcomes and EIS response
Stage 1 Raising community awareness of Inland rail, corridor selection and preliminary design consultation <i>September 2017–November 2018</i>	<ul style="list-style-type: none"> ▶ Early investigations and priority package ▶ Announcement of preferred route/study area ▶ Land access and field investigations ▶ Condamine River floodplain flood model and crossing design development ▶ Consultation on draft ToR between 7 May–18 June 2018 and finalisation of ToR by OCG on 16 November 2018 ▶ Ensure public awareness of the Project and timeline for Project approval ▶ Inform community members of how they can contribute feedback 	<ul style="list-style-type: none"> ▶ Nil 	<ul style="list-style-type: none"> ▶ Stakeholder identification ▶ Conduct preliminary scoping of potential issues ▶ Review of Project information ▶ Prepare and distribute information materials ▶ Government agency briefings ▶ Local council briefings ▶ Community information sessions ▶ Establish CCCs and hold meetings ▶ Manage Project free-call information line, email address, post, and stakeholder database ▶ Analyse stakeholder comments to inform EIS, SIA, and reference design development 	<ul style="list-style-type: none"> ▶ Distribute Project information to community and targeted stakeholders, consolidate stakeholder feedback mechanisms ▶ Gather data gathering for hydrology and flooding technical assessment ▶ Commence EIS fieldwork ▶ Input data for EIS technical assessments
Stage 2 Consultation to support development of Project reference design and draft EIS <i>December 2018–December 2020</i>	<ul style="list-style-type: none"> ▶ Draft EIS to meet ToR ▶ Develop Project reference design ▶ Develop Condamine River floodplain crossing ▶ Release of focused area of investigation ▶ Develop road–rail interface strategy 	<ul style="list-style-type: none"> ▶ Consultation plan 	<ul style="list-style-type: none"> ▶ Engage with all stakeholders, including state agencies and local councils ▶ Community information sessions ▶ CCC meetings ▶ Distribution of fact sheets and information packs ▶ Manage Project information line and stakeholder database ▶ Community information sessions and pop-up consultation stands ▶ Landowner meetings ▶ Analyse stakeholder comments to inform EIS and reference design development ▶ Social impact assessment consultation activities ▶ Noise engagement ▶ Landowner water asset engagement ▶ Independent Panel of Experts for flood studies consultation 	<ul style="list-style-type: none"> ▶ Use multi-criteria analysis to determine B2G reference design ▶ Gather stakeholder input into preliminary development of EIS and reference design, including local and technical knowledge in key areas such as: <ul style="list-style-type: none"> ▶ surface water, flooding and hydrology ▶ groundwater ▶ noise and vibration ▶ traffic and transport ▶ social impact ▶ cultural heritage ▶ flora, fauna and biodiversity ▶ economic impact and business opportunities ▶ land acquisition ▶ One-on-one engagement with landowners regarding property impacts and acquisition process

Stage/ timing	Detail	Regulatory requirements	Engagement activities	Engagement outcomes and EIS response
Stage 3 Public notification of draft EIS <i>January 2021–May 2021</i>	<ul style="list-style-type: none"> ▶ Release of the draft EIS for public notification, incorporating Stakeholder Engagement Report as Appendix C ▶ Broad consultation conducted calling for submissions on the draft EIS ▶ Continue engagement and technical studies to support reference design and preliminary works ▶ Submissions from community on draft EIS received by the Coordinator-General 	<ul style="list-style-type: none"> ▶ Draft EIS for public notification 	<ul style="list-style-type: none"> ▶ Presentations at CCC meetings ▶ Community information sessions to advise stakeholder of how to make submissions ▶ Pop-up community consultation stands 	<ul style="list-style-type: none"> ▶ A total of 505 submissions received by the Coordinator-General on the draft EIS ▶ Continue to gather information from stakeholder on focused areas of investigation identified: <ul style="list-style-type: none"> ▶ hydrology and flooding technical report ▶ land use and tenure ▶ traffic impact assessment ▶ land acquisition ▶ noise and vibration assessments ▶ surface water ▶ groundwater assessment ▶ social impact assessment ▶ cultural heritage management plans ▶ flora and fauna planning
Stage 4 Engagement to inform the revised draft EIS, including additional information required by the OCG <i>May 2021–October 2024</i>	<ul style="list-style-type: none"> ▶ Coordinator-General review submissions and request additional information from ARTC, to be presented in a revised draft EIS ▶ Additional investigations to inform revised draft EIS, and address matters raised in stakeholder submissions ▶ Design refinements and mitigation measures incorporated into reference design in response to technical assessments and stakeholder feedback 	<ul style="list-style-type: none"> ▶ Coordinator-general request for additional information to draft EIS ▶ Response to submissions report ▶ Revised draft EIS prepared for public notification 	<ul style="list-style-type: none"> ▶ CCC meetings ▶ Community information sessions, targeted community workshops and pop-up consultation stands at local events ▶ Manage Project free-call information line, interactive map, email, post and stakeholder database. ▶ Continue stakeholder engagement and input into technical studies and assessments ▶ Continue one-on-one preliminary property acquisition consultation ▶ Analyse and coordinate response to public submissions 	<ul style="list-style-type: none"> ▶ Continue stakeholder engagement activities and further refine areas of targeted consultation ▶ Provide responses to 505 submissions received by the Coordinator-General, detailed in Appendix A1: Response to Draft EIS Submissions ▶ Updated information and stakeholder input integrated throughout revised draft EIS

Stage/ timing	Detail	Regulatory requirements	Engagement activities	Engagement outcomes and EIS response
Stage 5 October 2024—ongoing (to be determined in consultation with OCG)	<ul style="list-style-type: none"> ▶ Release of the revised draft EIS for public notification ▶ Coordinator-General evaluation and EIS finalisation 	<ul style="list-style-type: none"> ▶ Revised draft EIS for public notification ▶ Community feedback report ▶ Supplementary reporting to revised draft EIS (if required) 	<ul style="list-style-type: none"> ▶ Promote public displays and community information sessions ▶ Community information sessions and pop-up consultation stands ▶ Close out activities ▶ CCC meetings ▶ Manage Project free-call information line, email address, post, and stakeholder database in a timely manner ▶ Other activities to support evaluation of the EIS by the Coordinator-General government agencies ▶ Commencement of one-on-one preliminary property acquisition consultation (State forests and interest holders) ▶ Coordinate and manage public submissions, analyse submissions and draft responses ▶ Detailed design consultation including private access ▶ Continue social impact consultation to inform SIA and SIMP ▶ Contractor onboarding engagement activities ▶ Property acquisitions consultation ▶ Continued engagement with road managers and agencies 	<ul style="list-style-type: none"> ▶ Finalisation of preliminary approvals process ▶ Continue stakeholder engagement activities and community consultation as Project moves into detailed design ▶ Further refine areas of targeted consultation and engagement ▶ Continue to respond to stakeholder concerns and enquiries ▶ Manage pre-construction engagement activities with the contractor

4.1.3 Draft EIS public notification and consultation

The Coordinator-General publicly notified that the B2G draft EIS was available for public notification on 23 January 2021. This public consultation and submission period ran for 14 weeks, until 4 May 2021. During this period, ARTC carried out engagement to support the statutory process.

The purpose of this engagement was to:

- ▶ Notify stakeholders that the draft EIS had been released for public notification and comment in accordance with the *State Development and Public Works Organisation Act 1971* (Qld).
- ▶ Share the key findings of the draft EIS.

ARTC's formal response to public submissions are summarised in Appendix A1: Response to Draft EIS Submissions.

ARTC carried out a program of engagement between 23 January 2021 and 4 May 2021 to support the public notification period, including:

- ▶ Sending 238 registered post letters to landowners within the EIS footprint and making follow up phone calls
- ▶ Providing 238 landowners with a hardcopy submission form and a fact sheet, with a 'Have-your-say' form and offer to provide the draft EIS on a USB
- ▶ Communicating the public notification process through the ARTC website and social media
- ▶ Offering one-on-one meetings to all interested stakeholders and directly impacted landowners
- ▶ Providing hard copies for the full EIS to nine libraries to have available for interested stakeholders to read
- ▶ Providing hard copies for the full EIS to both the Toowoomba and Goondiwindi Inland Rail offices to have available for interested stakeholders to read
- ▶ Providing literacy support and translation services for culturally and linguistically diverse stakeholders
- ▶ Hosting presentations to the SDDCCC (January 2021) and the SDDCCC (February 2021) on the draft EIS and how to make a submission
- ▶ Briefing state agencies and local councils and their representatives on the EIS process
- ▶ Facilitating nine community drop-in information sessions with a range of subject matter experts across the alignment at Toowoomba, Gowrie, Southbrook, Pittsworth, Brookstead, Millmerran, Inglewood, Yelarbon and Goondiwindi.

4.1.4 Response to submissions to draft EIS and request for additional information

In May 2021, after the public notification of the draft EIS, 505 stakeholder submissions were made to the Coordinator-General on a range of issues, including additional consultation requirements. Table E-11 details the number of submissions made, by stakeholder group, and Figure E-7 shows the breakdown of stakeholder submissions by issue.

TABLE E-11 NUMBER OF SUBMISSIONS BY STAKEHOLDER GROUP

Submitter type	Number of submissions
Local government	4
Community group/NGO	9
State agency	14
Private/landowner	227
Australian Government	1
Business and industry	250

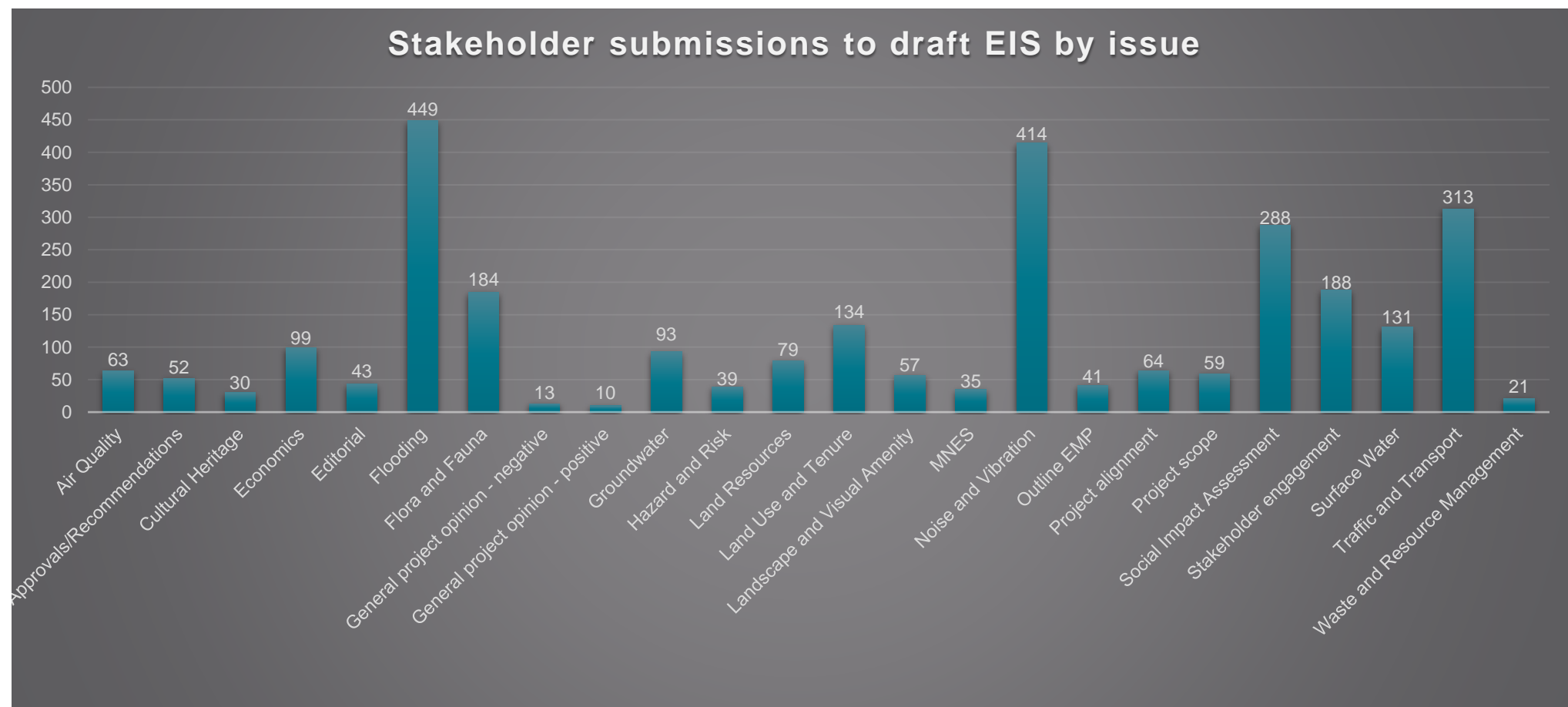


FIGURE E-7 STAKEHOLDER SUBMISSIONS BY ISSUE

In December 2021, following a review of the draft EIS and stakeholder submissions, the Coordinator-General notified ARTC that additional information was required. A formal request for additional information was issued to ARTC on 4 January 2021. ARTC has completed additional investigations, assessments, and stakeholder engagement to inform the revised draft EIS and address issues raised in the submissions.

This engagement process also included several reference design changes and additional mitigation measures in response to feedback received from directly and indirectly impacted stakeholders, as detailed in Section 4.1.5.

Further consultation was delivered to fulfil supplementary information and engagement, as requested by the Coordinator-General on 4 January 2022. The outcomes of this additional engagement are captured through the revised draft EIS, and the consultation undertaken is detailed in this Consultation Report. The revised draft EIS will be available for another round of public notification, following ARTC's submission of the revised draft EIS to the Coordinator-General.

4.1.5 Stakeholder input into reference design and mitigation measures

The Project's reference design has been developed to avoid and minimise impacts on the local and regional environment, and impacts on the community and landowners, as far as practicable. Engagement undertaken to date has contributed to the Project team's understanding of the potential impacts and has enabled the design to respond to, and minimise, potential impacts. The reference design process has evolved since 2017, and has involved many iterations and refinements, incorporating a range of considerations at each stage.

Through the revised draft EIS engagement program, ARTC continued to develop and refine the reference design. Engagement with directly and indirectly impacted stakeholders resulted in areas of refinement to the reference design, as well as mitigation measures incorporated to manage stakeholder concerns. In several areas, engagement with individual landowners or community groups has resulted in feedback and interests being captured by the Project team, and these matters will be taken through into detailed design, where possible, as the Project progresses.

Table E-12 demonstrates key examples of some of the design changes and mitigation measures incorporated by the Project, in response to feedback received from directly and indirectly impacted stakeholders, such as landowners, asset owners, community and environmental groups, local businesses, impacted road users, local councils, and state government agencies. Ongoing consultation with these groups, and additional stakeholder groups such as schools, tourism operators, Traditional Owners and the broader community, will take place during detailed design and construction stages.

Outcomes of targeted stakeholder consultation, by technical discipline, are outlined in Section 5. Engagement with these stakeholders is ongoing and details of ARTC's plan for future consultation is outlined in Section 7.

TABLE E-12 DESIGN CHANGES AND MITIGATION MEASURES IN RESPONSE TO STAKEHOLDER ENGAGEMENT (BY LOCATION)

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
Project-wide	<ul style="list-style-type: none"> ▶ All stakeholder groups 	Alignment: The Project has aimed to align with future state transport corridor; however, deviations are required to meet ARTC's basis of design requirements and/or in response to existing or proposed land use advised by stakeholders	<ul style="list-style-type: none"> ▶ TRC/GRC/ TMR/QR technical meetings ▶ Community meetings ▶ Letters ▶ One-on-one meetings ▶ Community consultation sessions ▶ Visualisations / flythrough video ▶ Interactive map ▶ CCC meetings and presentations ▶ Newsletters ▶ Hydrology and noise workshops ▶ Community consultation sessions ▶ Public consultation of draft EIS and submissions from stakeholders 	<p>In consultation with stakeholders, ARTC minimised impacts by aligning the rail corridor with existing infrastructure and property boundaries, where possible.</p> <p>The revised draft EIS reference design and associated disturbance footprint has been refined to reflect ongoing consultation outcomes and mitigations with stakeholder, which are detailed in Section 6 of this chapter.</p> <p>Where impacts cannot be avoided, they will be carefully managed and mitigated, and will work with directly affected stakeholders to identify mitigation measures to reduce impacts to acceptable levels.</p>
	<ul style="list-style-type: none"> ▶ Directly affected landowners ▶ Indirectly affected landowners ▶ Local councils (GRC and TRC) ▶ Business owners ▶ Government agencies ▶ Community organisations ▶ Local communities 	Land use and acquisition: The amount of land affected by construction and operation of the Project and disruption to property use.	<ul style="list-style-type: none"> ▶ One-on-one meeting meetings ▶ Community meetings ▶ Technical workshops ▶ CCC meetings and presentations. ▶ Public consultation of draft EIS and submissions from stakeholders 	<p>ARTC has made changes to the Project's reference design in direct response to this stakeholder feedback.</p> <p>By incorporating a change in embankment grade to a 1 in 80 gradient, and reducing the embankment height and footprint, ARTC has reduced the amount of land required for the construction and operation of the Project.</p> <p>In the following areas, design changes have also addressed the concern about land acquisition impacts:</p> <ul style="list-style-type: none"> ▶ Creation of a new road reserve north of Inglewood to provide access to severed land parcels ▶ Extension of bridge length at Chamberlain Road to reduce impact to cropping land ▶ Consideration of additional culverts for stock crossings where alignment height allows ▶ Re-aligning Project sections through the Bringalily State Forest to reduce the area of state forest affected ▶ Altering the Project alignment near Millmerran to reduce impacts on DA Hall & Co properties, which is a major local employer, also reducing impacts on another landholding on Lindenmayer Road ▶ Widening the Project boundary near Brookstead to enable design options that would optimise land requirements and reduce impacts on nearby landowners.

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
	<ul style="list-style-type: none"> ▶ Directly affected landowners ▶ Indirectly affected landowners ▶ Local councils (GRC and TRC) ▶ Independent International Panel of Experts for Flood Studies 	Surface water and hydrology: Changes to flooding patterns and debris from flood events impacting the alignment and/or properties	<ul style="list-style-type: none"> ▶ One-on-one meeting meetings ▶ Community meetings ▶ Technical workshops ▶ CCC meetings and presentations. ▶ Public consultation of draft EIS and submissions from stakeholders 	<ul style="list-style-type: none"> ▶ Following input from stakeholders, including photographic and video evidence of flood events and local, historical knowledge, ARTC has invested significant resources into understanding and modelling surface water and hydrology along the alignment ▶ Progressive refinement of bridge extents and culvert banks (number of barrels and dimensions) has been undertaken as the Project design has evolved ▶ Detailed flood impact objectives to achieve detailed understanding of all impacts and potential mitigations
Kurumbul	▶ DoR	Alignment: Permanent changes and possible fragmentation of the stock route reserve on Kildonan Road	<ul style="list-style-type: none"> ▶ State agency meetings ▶ Public consultation of draft EIS and submissions from stakeholders 	<ul style="list-style-type: none"> ▶ ARTC has considered feedback from the DoR and local councils, and proposes dedicated stock level crossings adjacent to South Kurumbul Road and Kildonan Road level crossings, which will allow stock movement across the railway that avoids vehicular traffic interaction. The road level crossing will have flashing lights and boom barriers. ▶ Additional treatments will be implemented such as holding yards, barriers, funnel fencing, gates and a 'call train control process' to assist drivers with controlled movement of stock.
	<ul style="list-style-type: none"> ▶ Directly affected landowners along the QR South Western line ▶ GRC 	Land use: Retaining connectivity across properties and the impact of the Project on farm operations	<ul style="list-style-type: none"> ▶ 14 face-to-face meetings with the directly affected landowners to discuss: <ul style="list-style-type: none"> ▶ widening of the rail corridor ▶ access usage and requirements ▶ safety ▶ farming operations ▶ water options/security ▶ compensation for closure of level crossings ▶ public consultation of draft EIS and submissions from stakeholders. 	<ul style="list-style-type: none"> ▶ ARTC has revised the reference design to provide additional width for the road corridor and retain existing level crossings, to ensure ongoing connectivity and ensure the properties impacted are provided with legal and practical access.

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
	<ul style="list-style-type: none"> ▶ Directly affected landowner along the QR south-western line ▶ GRC ▶ TMR ▶ QR 	Alignment: Permanent changes to the width of the rail corridor	<ul style="list-style-type: none"> ▶ 5 meetings with the directly impacted landowner ▶ 3 meetings with GRC to ensure they did not require the road reserve to be reinstated ▶ Consultation and acceptance of narrower corridor with key government agencies ▶ Farming operations 	<ul style="list-style-type: none"> ▶ Concerns raised by directly impacted stakeholder relating to the viability of their agricultural business infrastructure ▶ ARTC has adjusted the Project footprint in the vicinity of the agricultural operation, mitigating impacts to high-value infrastructure, while upgrading an existing private crossing suitable for their business requirements.
Yelarbon	<ul style="list-style-type: none"> ▶ GRC ▶ TMR ▶ Directly affected landowners ▶ Indirectly affected stakeholders ▶ Yelarbon CCC 	Traffic & transport: The impact on the Cunningham Highway overpass and adjacent roads on noise and vibration, air quality, flooding	<ul style="list-style-type: none"> ▶ Use of 3D visualisations and digital communication tools ▶ Regular meetings with GRC Mayor and representatives ▶ Engagement with general community and GRC through presentations to the community-run Yelarbon CCC (YCCC) ▶ Public consultation of draft EIS and submissions from stakeholders using visualisation and display information. 	<ul style="list-style-type: none"> ▶ Concerns raised in by GRC and TMR in EIS submissions, about the proposed overpass design and impacts to adjacent roads ▶ ARTC is continuing to engage with road managers on this complex interface. This includes defining appropriate detailed design requirements to achieve safety outcomes for this community, while minimising broader impacts and ongoing maintenance of the bridge structure and road alignment. ▶ ARTC will continue ongoing consultation with TMR to achieve a design that meets the stakeholders' requirements.
	<ul style="list-style-type: none"> ▶ Yelarbon community 	Noise & vibration: Construction noise and vibration, dust and traffic affecting residents and businesses Operational rail noise affecting the amenity of homes and Yelarbon State School	<ul style="list-style-type: none"> ▶ Regular attendance and presentations at the YCCC. As at December 2023, ARTC had presented and attended nine YCCC meetings. Invites were sent to the broader community to participate in a noise presentation. 	<ul style="list-style-type: none"> ▶ Noise barrier designed to reflect community feedback regarding impacted views to the grain silo murals ▶ Management measures, including the development and implementation of a Noise and Vibration Management Plan as a component of the CEMP, air quality management strategies and a Traffic Management Plan (TMP) ▶ Ongoing engagement with residents, including provision of information to enable them to understand likely noise and vibration impacts, and seeking community feedback on the effectiveness of management measures. Further social impact and visual amenity impact measures are outlined in Chapter 17: Social, Section 7.2.

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
	<ul style="list-style-type: none"> ▶ GRC ▶ Directly affected landowners ▶ Yelarbon residents and local community 	Social: Visual amenity and social impact on use of Railway Park and the rest stop during construction	<ul style="list-style-type: none"> ▶ Regular attendance and presentations at the nine YCCC meetings. The streetscape is a regular agenda item ▶ Monthly meetings with GRC to discuss the Yelarbon community and the streetscape opportunity. 	<ul style="list-style-type: none"> ▶ ARTC has engaged with Yelarbon residents and the YCCC who have developed a community streetscape strategy. GRC has worked with the YCCC to identify a prioritised list of projects as part of the strategy, which will be considered as part of the Project's Community Wellbeing Plan, with specific elements to be determined in detailed design. Progression of the strategy is further discussed in Appendix X: Social Impact Assessment, Section 8.5.6. ▶ ARTC has engaged with GRC to understand the proposed streetscape upgrades and Railway Park works. The Project has committed to reducing impact to these areas, including the rest stop, through ongoing planning discussions and detailed design.
	<ul style="list-style-type: none"> ▶ GRC ▶ Directly affected landowners ▶ Yelarbon residents and local community 	Social: Pedestrian connectivity between the Northern and Southern side of the rail alignment to maintain social cohesion	<ul style="list-style-type: none"> ▶ Regular attendance and presentations at the YCCC, discussing the different options with members and attendees at eight YCCC meetings, including an overpass, underpass and at grade option. ▶ Monthly meetings with GRC to discuss the pedestrian crossing. 	<ul style="list-style-type: none"> ▶ Through consultation with the Yelarbon community and through the Yelarbon Community Consultative Committee (YCCC), ARTC has committed to installing a pedestrian crossing across the rail alignment at an appropriate location in Yelarbon. ▶ ARTC have consulted with GRC, the GRC Mayor and YCCC regarding a pedestrian connectivity across the rail alignment and options have been discussed. ▶ The pedestrian connectivity will maintain the social cohesion of the Yelarbon community ▶ Options have been presented to the community however, as at December 2023, the final design was yet to be presented to the community.
Whetstone	<ul style="list-style-type: none"> ▶ Directly affected landowners 	Noise, risk and social: traffic and transport safety, and noise concerns regarding McDougall's Crossing Road design	<ul style="list-style-type: none"> ▶ Face-to-face meetings with directly impacted landowners ▶ Public consultation of draft EIS and submissions from stakeholders 	<ul style="list-style-type: none"> ▶ ARTC has provided alternative road corridor access via Cremascos Road to enable the removal of the active level crossing on McDougalls Crossing Road.
Inglewood	<ul style="list-style-type: none"> ▶ Directly affected landowners ▶ QFES ▶ GRC 	Traffic & transport: road–rail interfaces and emergency services access	<ul style="list-style-type: none"> ▶ Regular meetings with GRC ▶ Public consultation of draft EIS and submissions from stakeholders, submission made by GRC regarding emergency services access 	<ul style="list-style-type: none"> ▶ Engagement with GRC raised the issue of road–rail interfaces and emergency service access during operation in the Bybera Road section of the Project. ▶ ARTC has updated the proposed treatment of the Bybera Road intersection to a grade separation. Bybera Road crossing proposed as a passive level crossing, will be changed to grade separation crossing rail over road. ▶ The grade separation solution also mitigates time impacts or access related issues for emergency services.
	<ul style="list-style-type: none"> ▶ Directly affected landowners ▶ GRC 	Land use and acquisition: Land fragmentation and disruption to access and infrastructure north-west of Inglewood	<ul style="list-style-type: none"> ▶ GRC's EIS submission raised the issues of land fragmentation and disruption to access and infrastructure in this vicinity 	<ul style="list-style-type: none"> ▶ ARTC has created a new road reserve to the north of the rail line to provide connectivity and access to severed land parcels. New road reserve to north of rail line to provide access to severed land parcels

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
	<ul style="list-style-type: none"> ▶ GRC ▶ Inglewood residents 	Social: location of non-resident workforce accommodation facility could result in increased activity and traffic volumes in town	<ul style="list-style-type: none"> ▶ One community meeting (21 attendees) held in collaboration with GRC to discuss the proposed non-resident workforce accommodation. GRC presented an alternative location (located in the Inglewood township) and sought feedback from the community ▶ SDDCCC presentation on the non-resident workforce accommodation locations 	<ul style="list-style-type: none"> ▶ The location of non-resident workforce accommodation will be a decision made in consultation with ARTC and the contractor. Ongoing engagement with the Millmerran community will inform the decision and final design and address issues by stakeholders. ▶ Strategies addressing workforce management and accommodation facilities are provided in Appendix X: Social Impact Assessment, Section 8.3.5.
Bringalily and Whetstone State forest	<ul style="list-style-type: none"> ▶ DoR ▶ DAF ▶ TMR ▶ QPWS ▶ QFES ▶ Queensland Beekeepers Association ▶ GRC ▶ BNTAC ▶ Private leaseholders 	Land use and acquisition: Impacts to state land, impacts to grazing leases, timber operations, subleases and the clearing of native vegetation Access and safety: Maintaining emergency access, wildfire management, and public access by recreation users	<ul style="list-style-type: none"> ▶ Targeted agency meetings on the proposed partial revocation of Whetstone and Bringalily state forests ▶ Meetings with representatives from key stakeholder groups ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ ARTC has used the application of a 1 in 80 gradient (previously 1:100) in the vertical alignment to optimise the footprint and reduce the area of state forest impacted by the Project. This change to the reference design will reduce the Project impact on Bringalily and Whetstone state forests. ▶ Engagement with state agencies informed revocation pathway and process, and engagement with impacted stakeholders has informed ARTC's revocation application. ▶ Engagement with GRC, the current managers of the wild dog check fence, has resulted in a commitment to working in collaboration with impacted stakeholders regarding suitable mitigation measures, such as replacing sections of the fence, to ensure the wild dog check fence maintains its function and its integrity is not lost as a result of the Project. ▶ BNTAC completed Cultural Heritage Management Surveys of state forest areas in 2020. ▶ More detailed consultation in Appendix E, Section 5.8
Bringalily–Clontarf area	<ul style="list-style-type: none"> ▶ TRC 	Traffic and transport: issues with safety, noise and traffic controls in this area.	<ul style="list-style-type: none"> ▶ Regular ongoing consultation through technical liaison working group ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ ARTC has undertaken additional analysis and sensitivity testing, incorporated updated traffic data, and upgraded several proposed level crossings in this area. ▶ Proposed level crossing treatments upgraded from passive to active level crossings include: <ul style="list-style-type: none"> – Koorrongarra Road – Paton Road – Nicol Creek Road – Millwood Road

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
Millmerran/ Clontarf	<ul style="list-style-type: none"> ▶ Directly affected landowners ▶ Indirectly affected stakeholders ▶ TRC 	Project design, noise, traffic and social impact: Issues with the road–rail interface design in these sections of the Project	<ul style="list-style-type: none"> ▶ One-on-one engagement with impacted landowners and businesses ▶ Regular ongoing consultation through TRC technical liaison working group ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ ARTC undertook additional analysis and sensitivity testing and incorporated updated traffic data. ▶ The following design changes have been made: <ul style="list-style-type: none"> ▶ Heckendorf Road road–rail interface proposed to be upgraded from a level crossing to a grade separated crossing—road over rail ▶ Commodore Peak Road/Scragg Road road–rail interface proposed to be upgrade from a level crossing to a grade separated crossing—rail over road ▶ Grade separation proposed for the Owen Scrub Road to the Millmerran Dump and Commodore Mine and Millmerran Power Station.
Millmerran	<ul style="list-style-type: none"> ▶ TRC ▶ Turallin residents 	Social: Location of non-resident workforce accommodation facility could result in increased activity and traffic volumes in town	<ul style="list-style-type: none"> ▶ Community information session ▶ CCCs ▶ Regular meetings with TRC technical working group ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ The location of non-resident workforce accommodation will be a decision made in consultation with ARTC and the contractor during detailed design. Ongoing engagement with the Millmerran community will inform the decision and final design, and address issues by stakeholders. This will also result in secondary approvals, which are required to be issued by TRC. This will include conditions that will avoid impacts on amenity, sewerage treatment, access to drinking water and the impact on local health services. ▶ Strategies addressing workforce management and accommodation facilities are provided in Appendix X: Social Impact Assessment, Section 8.3.5.
Lindenmayer Road, Millmerran Yandilla alignment	<ul style="list-style-type: none"> ▶ Directly affected landowners ▶ Councils ▶ Local agri-business operators and major regional employers 	Numerous concerns regarding alignment, including property severance, impact on operations, noise and social impact	<ul style="list-style-type: none"> ▶ Face-to-face meetings ▶ CCCs ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ Following extensive consultation and technical review under a multi-criteria analysis, ARTC has altered the Project alignment and made changes to the reference design of road–rail interface in this area to mitigate stakeholder concerns. This includes: <ul style="list-style-type: none"> ▶ change to Project alignment—veering off approximately 1.5 km south of the reference design, before Owen Scrub Road and re-joining at Hall Road. ▶ removal of level crossings at Lindenmayer Road and Hall Road ▶ upgraded the proposed treatment of the Lindenmeyer Road level crossing from passive to active ▶ This realignment, known as the Millmerran Alternate Alignment (MAA) will avoid major economic and social impacts to a major regional employer, increase safety and provide enhanced outcomes for numerous stakeholders in this section of the alignment. ▶ Engagement with all stakeholders impacted by the MAA is ongoing. See Section 5.16 for a summary of the MAA.

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
Pampas	▶ Pampas community	Social: Construction noise and vibration, dust and traffic affecting the amenity of rural residents	<ul style="list-style-type: none"> ▶ Community information sessions ▶ CCCs ▶ Face-to-face meetings with key stakeholders and impacted landowners ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ Management measures, including the development and implementation of a Noise and Vibration Management Plan as a component of the CEMP, air quality management strategies and a Traffic Management Plan (TMP) ▶ ARTC is committed to ongoing engagement with residents including provision of information to enable them to understand likely noise and vibration impacts and seeking community feedback on the effectiveness of proposed management measures.
	▶ Pampas community	Noise and vibration: Operational rail noise exceedances for dwellings and the Pampas Memorial Hall	<ul style="list-style-type: none"> ▶ Community meetings ▶ CCC ▶ Face-to-face meetings with key stakeholders and impacted landowners ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ At-property architectural noise mitigation treatments where these are triggered by an exceedance of noise criteria ▶ Continued monitoring of noise levels and ongoing engagement with residents to manage noise and vibration in Pampas.
	<ul style="list-style-type: none"> ▶ TRC ▶ Directly affected landowners ▶ Indirectly affected stakeholders 	Project design (level crossings): Noise and vibration, traffic and social impact of design at Gilgai Lane, Pampas	<ul style="list-style-type: none"> ▶ Regular ongoing consultation through TRC technical liaison working group, and feedback received during draft EIS consultation and submissions to the draft EIS 	<ul style="list-style-type: none"> ▶ ARTC has upgraded the level crossing treatment for Gilgai Lane from a level crossing to a grade separation—rail over road
	<ul style="list-style-type: none"> ▶ TRC ▶ TMR ▶ Directly affected landowners ▶ Indirectly affected stakeholders 	Project design: Traffic and transport, noise and vibration and social impact of design at Fysh Road, Pampas	<ul style="list-style-type: none"> ▶ Community information session (held at Brookstead) ▶ Regular ongoing consultation and technical liaison with TRC ▶ Ongoing consultation with community including invitations for stakeholders to meet face-to-face ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ As a result of feedback received from TRC and TMR via their EIS submissions and regular ongoing technical liaison, and with consideration to ongoing consultation with the community, ARTC undertook additional analysis of the Gore Highway/Fysh Road connection, and have updated the design to be via Harris Road and also a level crossing design. ▶ This updated road design at Pampas influences changed to the reference design, including the road corridor and the level crossing location to address stakeholder concerns.

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
Brookstead	▶ Directly affected landowners and Brookstead residents	Noise and vibration: Concern for construction noise and vibration for residents in the southern part of town	<ul style="list-style-type: none"> ▶ Community information sessions ▶ CCCs ▶ One-on-one meetings with impacted landowners and key stakeholders ▶ Multiple submissions through the EIS consultation process 	<ul style="list-style-type: none"> ▶ Management measures including the development and implementation of a noise and vibration management Plan as a component of the CEMP, air quality management strategies and a TMP ▶ ARTC will monitor noise levels through construction and operation of this section of the Project, as well as ongoing engagement with residents to manage noise and vibration in impacts through Brookstead.
	▶ Brookstead residents	Social: Effects on scenic amenity due to the intensification of rail infrastructure	<ul style="list-style-type: none"> ▶ Community information sessions ▶ CCCs ▶ One-on-one meetings with impacted landowners and key stakeholders ▶ Multiple submissions through the EIS consultation process 	<ul style="list-style-type: none"> ▶ Design of Project components in an urban context will consider the appearance and careful integration of new structures, fencing and noise barriers ▶ ARTC is committed to enhanced planting and habitat creation, for example street tree planting, to benefit the local community and support health and wellbeing.
	▶ Brookstead residents	Noise and vibration: Concerns regarding exceedances of operational rail noise criteria for some residents and the Brookstead State School	<ul style="list-style-type: none"> ▶ Community information sessions ▶ CCCs ▶ One-on-one meetings with impacted landowners and key stakeholders ▶ Multiple submissions through the EIS consultation process 	<ul style="list-style-type: none"> ▶ At-property architectural noise mitigation treatments where these are triggered by an exceedance of noise criteria, and as agreed with property owners and the DoE.
	<ul style="list-style-type: none"> ▶ Elsdon Road—directly impacted landowners, local residents and road users ▶ TMR 	Land use: Project alignment and design in the area around Elsdon Road, Brookstead	<ul style="list-style-type: none"> ▶ Ongoing consultation with landowners regarding reference design ▶ Ongoing consultation with TRC and TMR via regular ongoing technical working group ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ ARTC has widened the EIS boundary around this area to enable additional design options to be explored in the detailed design stage ▶ This will result in changes to the Project alignment around Elsdon Road; however, stakeholder concerns will be taken into consideration during the detailed design stage.
	<ul style="list-style-type: none"> ▶ Mann Silo Road—directly impacted landowners, local residents and road users ▶ TRC ▶ TMR 	Design: Project design, crossings and property access in the Mann Silo Road area, traffic, land use and social impact	<ul style="list-style-type: none"> ▶ Ongoing consultation with landowners regarding reference design ▶ Ongoing consultation with TRC via regular ongoing technical working group ▶ Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ▶ ARTC has updated the proposed design of the Mann Silo Road rail crossing and nearby driveways. ARTC has widened the EIS boundary around this area to enable additional design options to be explored in the detailed design stage.

Location	Stakeholder/s	Concern	Engagement	Outcome/s (design change or mitigation measure)
Yarranlea	<ul style="list-style-type: none"> Yarranlea residents TRC 	Noise & vibration: Potential for construction noise to affect amenity	<ul style="list-style-type: none"> Community information sessions Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> Management measures including the development and implementation of a noise and vibration management Plan as a component of the CEMP.
		Social impact: Audible railway noise and changes to visual amenity due to embankment and bridge structures	<ul style="list-style-type: none"> Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> Operation of the railway within operational railway noise criteria ARTC will review embankment and bridge structure designs as part of detailed design, with the stakeholders concerned.
Pittsworth	Pittsworth residents	Noise & vibration: Potential for construction noise to affect the amenity of residents on Pittsworth's northern fringe, and changes to the scenic amenity in this area	<ul style="list-style-type: none"> Community information sessions CCCs Interactive mapping tool (Social Pinpoint) Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> ARTC is exploring refined gradient changes in this area through ongoing investigations and considerations to value engineering as a result of community feedback and concerns. This has been a direct request of the IDCCCC, and engagement will be ongoing through detailed design Reference design includes noise barriers adjacent to the Pittsworth township.
	<ul style="list-style-type: none"> Pittsworth residents Landcare groups Wildlife carers Queensland Koala Advisory Council 	Flora & fauna: Concerns about the approach to koala population and habitat management along the alignment	<ul style="list-style-type: none"> Face-to-face meetings with local landcare groups CCCs Community information session Workshop with key stakeholders Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> Meetings, CCC presentations and a koala community information session and workshop were held with local environment groups and wildlife carers, to gather local knowledge and expertise to build community capacity and supplement ARTC's field studies and technical advisories This engagement informed a draft Koala Management Plan, addressing risks, mitigation measures, habitat preservation and threats to endangered koala populations along the alignment. See Appendix M for the Draft Koala Management Plan.
Southbrook	<ul style="list-style-type: none"> TRC TMR 	Traffic: Linthorpe Valley Road crossing	<ul style="list-style-type: none"> Ongoing consultation with TRC and TMR through regular technical working group meetings Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> As a result of this consultation, ARTC has further assessed this area, including traffic counts, and have continued ongoing technical liaison with TRC ARTC has revised the proposed level crossing treatment for the road-rail interface point on Linthorpe Valley Road from a passive to an active level crossing.
Southbrook	<ul style="list-style-type: none"> TRC TMR Local community 	Traffic: Athol School Road and Purcell Road, Southbrook	<ul style="list-style-type: none"> Ongoing consultation with TRC and TMR through regular technical working group meetings Community information sessions and CCC meetings Feedback received during draft EIS consultation and submission process 	<ul style="list-style-type: none"> As a result of ongoing consultation with the community regarding local connectivity, ARTC updated the design of the road-rail interface in this area to close Purcell Road and provide a grade separated crossing on Athol School Road This has enabled the optimisation of the alignment in this area, including a minor shift to the west, which has reduced impact on private properties and enhanced safety.

4.2 Engagement activities with key stakeholder groups

Stakeholder engagement and consultation for the Project was an inclusive process that included a broad range of stakeholder groups. As stakeholder engagement is an ongoing and iterative process, this section reports on engagement conducted to support the draft EIS (2018 to 2021), as well as the development of the revised draft EIS, and in response to the additional information requirements from the OCG (2021 to 2022).

A project of this size and significance requires a far-reaching communication and stakeholder engagement approach. Input from a variety of key stakeholders and community members is required to understand constraints, values and impacts at all levels. The following section details the engagement activities with the following key stakeholder groups:

- ▶ Elected representatives
- ▶ Australian government
- ▶ State government
- ▶ Local government:
 - ▶ TRC
 - ▶ GRC
 - ▶ NSW local government areas
- ▶ Directly impacted landowners
- ▶ Community
- ▶ Traditional Owners
- ▶ Emergency services
- ▶ Local businesses.

4.2.1 Elected federal and state government representatives

Since the commencement of consultation in 2017, ARTC has offered regular, formal meetings and email updates to federal- and state-elected representatives. Acceptance of these meetings has been determined by the individual representative.

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 also attended one-on-one landowner meetings and numerous broad-scale community engagement events.

Formal engagement with elected representatives since 2017 is summarised in Table E-13.

TABLE E-13 ELECTED REPRESENTATIVE MEETINGS

Stakeholders	Date of engagement	Purpose	Key issues
Pat Weir MP, Member for Condamine	28 September 2017 3 October 2017	▶ Advised of preferred route determined by Australian Government	<ul style="list-style-type: none"> ▶ Route selection process and outcome ▶ Stakeholder feedback ▶ Engagement program ▶ Property impacts
	9 April 2018 (teleconference) 3 October 2018	▶ Update on Condamine River floodplain crossing solution	<ul style="list-style-type: none"> ▶ Focused area of investigation ▶ Condamine River floodplain crossing solution ▶ Project and EIS timeframes ▶ Engagement program
	2 July 2018 3 October 2018 7 November 2018 9 September 2019 30 January 2020 18 March 2021 3 July 2021 8 October 2021 19 October 2022 14 December 2022 9 January 2023 23 February 2023	▶ General Project update	<ul style="list-style-type: none"> ▶ Alignment ▶ Road–rail interface ▶ Engagement program ▶ Noise and vibration ▶ Acquisition process
	15 September 2022	▶ Whetstone MDC update	▶ Update on proposal for a Materials Distribution Centre at Whetstone
	27 September 2022	▶ Flood hydrology modelling	▶ Advice on the start of consultation with landowners on hydrology modelling
	7 October 2022	▶ Inland Rail Review	▶ Confirmation of details of the Inland Rail Review
	14 October 2022	▶ Final Report of the International Independent Panel of Experts for Flood studies	▶ Welcoming the Final Report
	18 November 2022	▶ Geotech investigations and field surveys	▶ Confirmation of the start of field works and engagement in the B2G area
	16 May 2018 Brisbane (briefing)	▶ General Project update	<ul style="list-style-type: none"> ▶ General Project update ▶ Condamine River floodplain crossing solution ▶ Project and EIS timeframes ▶ Engagement program

Stakeholders	Date of engagement	Purpose	Key issues
	2 November 2018 Warwick (briefing)	▶ Update on Condamine River floodplain crossing solution and design development	▶ Focused area of investigation ▶ Condamine River floodplain crossing solution ▶ Engagement program
	29 April 2021 Goondiwindi show (briefing)	▶ General Project update	▶ B2G EIS public notification ▶ Construction timelines ▶ North Star to the Border project update ▶ Macintyre River Flood Model
	30 April 2022 Goondiwindi show (briefing)	▶ General Project update	▶ B2G EIS public notification ▶ Construction timelines ▶ North Star to the Border Project update ▶ Macintyre River Flood Model
	25 August 2022	▶ General Project update	▶ Whetstone MDC ▶ General Project briefing
Trevor Watts MP, Member for Toowoomba North	26 September 2017 Toowoomba (briefing)	▶ Advised of preferred route determined by Australian Government	▶ Route selection process and outcome ▶ Stakeholder feedback ▶ Engagement program ▶ Property impacts
	31 March 2021 3 September 2021 22 August 2022 6 September 2022 27 October 2022 12 November 2022 15 December 2022 9 January 2023 23 February 2023	▶ General Project update	▶ Project timing and EIS timeframes ▶ Engagement program ▶ Flooding
	15 September 2022	▶ Whetstone MDC update	▶ Update on proposal for a Materials Distribution Centre at Whetstone
	27 September 2022	▶ Flood hydrology modelling	▶ Advice on the start of consultation with landowners on hydrology modelling
	7 October 2022	▶ Inland Rail Review	▶ Confirmation of details of the Inland Rail Review
	14 October 2022	▶ Final Report of the International Independent Panel of Experts for Flood studies	▶ Welcoming the Final Report
	18 November 2022	▶ Geotech investigations and field surveys	▶ Confirmation of the start of field works and engagement in the B2G area
Lawrence Springborg MP (consultation has continued with stakeholder through position of GRC Mayor)	4 October 2017 Warwick (briefing)	▶ Advised of preferred route determined by Australian Government	▶ Route selection process and outcome ▶ Stakeholder feedback ▶ Engagement program ▶ Property impacts ▶ Condamine River floodplain crossing solution
John McVeigh MP (former) Federal Member for Groom	2 November 2018 Toowoomba (briefing)	▶ Update on Condamine River floodplain crossing solution and design development	▶ Focused area of investigation ▶ Condamine River floodplain crossing solution ▶ Engagement program

Stakeholders	Date of engagement	Purpose	Key issues
	23 August 2019 6 September 2019 3 July 2021	▶ General Project updates	▶ Reference design—proposed Project footprint, road–rail interface, rail alignment ▶ Condamine River floodplain crossing solution ▶ Project timings ▶ Property impacts ▶ Engagement program
Steve Minnikin, MP Andrew Powell, MP	2 April 2019 Brisbane (briefing)	▶ General Project update	▶ Project timings ▶ Engagement program
Hon David Littleproud MP, Member for Condamine Landowners Millmerran Rail Group	19 February 2020	▶ Flooding	▶ B2G alignment and flood modelling
Then Deputy Prime Minister, Hon Michael McCormack MP Hon David Littleproud MP	10 March 2020	▶ Flooding	▶ B2G alignment and flood modelling
Minister for Agricultural Industry Development and Fisheries and Minister for Rural Communities Mark Furner, MP	20 April 2021	▶ General Project update	▶ Reference design—proposed Project footprint, road–rail interface, rail alignment ▶ Project timings ▶ Property impacts ▶ Engagement program
Minister Mark Bailey, Queensland Minister for Transport and Main Roads	21 February 2021	▶ General Project update	▶ Reference design—proposed Project footprint, road–rail interface, rail alignment ▶ Project timings ▶ Property impacts ▶ Engagement program
Queensland Parliamentary backbenchers (government)	22 April 2021	▶ Inland Rail Queensland projects briefing	▶ General Project update ▶ EIS briefing ▶ Engagement program ▶ Project timings
Queensland Parliamentary backbenchers (opposition)	12 May 2021	▶ Inland Rail Queensland projects briefing	▶ General Project update ▶ EIS briefing ▶ Engagement program ▶ Project timings
Garth Hamilton MP, Federal Member for Groom	6 September 2021 20 October 2022 22 August 2022 6 September 2022 27 October 2022 12 November 2022 9 January 2023 23 February 2023	▶ Inland Rail Queensland projects briefing	▶ General Project update ▶ EIS briefing ▶ Engagement program ▶ Project timings
	15 September 2022	▶ Whetstone MDC update	▶ Update on proposal for a Materials Distribution Centre at Whetstone
	27 September 2022	▶ Flood hydrology modelling	▶ Advice on the start of consultation with landowners on hydrology modelling
	7 October 2022	▶ Inland Rail Review	▶ Confirmation of details of the Inland Rail Review

Stakeholders	Date of engagement	Purpose	Key issues
	14 October 2022	▶ Final Report of the International Independent Panel of Experts for Flood studies	▶ Welcoming the Final Report
	18 November 2022	▶ Geotech investigations and field surveys	▶ Confirmation of the start of field works and engagement in the B2G area

4.2.2 Australian Government

ARTC has multiple levels of engagement with Australian Government stakeholders. At the highest level, the Secretary Shareholding Meetings (SSM) are held four times a year, allowing the ARTC Chairman, ARTC CEO and Inland Rail Interim Chief Executive to engage with the Secretary of ARTC Inland Rail's shareholding departments.

The Project Monitoring Group (PMG) comprises representatives from DITRDC and the Department of Finance. Meetings are held regularly. Between January 2020 and December 2023, the PMG held a total of 35 meetings in Canberra, as outlined in Table E-14.

TABLE E-14 PROJECT MONITORING GROUP MEETINGS 2020-2023

Year	Number of PMG meetings
2020	10
2021	9
2022	7
2023	9
Total	35

Engagement takes place at least weekly with various Australian Government representatives on a variety of topics including Program-wide and Project risk-specific meetings and EIS approvals processes. Additionally, 13 meetings were held with the DCCEE, formerly the Department of Agriculture, Water, and the Environment (DAWE) between 2020 and October 2022, and the Department of Environment and Energy, between 2017 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 (MNES) relevant to the Project area and EIS preparation
- ▶ Discussion on the assessment methodology adopted for the relevant MNES.

ARTC is responsive to Australian Government requests for information, briefings and ad-hoc meetings, as required by this key stakeholder.

4.2.3 Queensland State Government

Engagement with Queensland departments and agencies has been ongoing and iterative, critical to the development and refinement of the Project's EIS and reference design. Key ongoing engagement activities undertaken to inform and work with Queensland State Government stakeholders during EIS preparation and public notification are outlined below.

ARTC progress reporting on the Inland Rail Program to lodgement of the draft EIS has been undertaken through the Inter-Departmental Committee (IDC) and Queensland Project Coordination Group (PCG). The IDC was established to provide a coordinating meeting for all Queensland departments and agencies involved with the Inland Rail Program and meets approximately quarterly. The Project Coordination Group (PCG) was established in Queensland and comprises representatives from TMR and ARTC. The Queensland Inland Rail Steering Group (QIRSG) escalates matters of concern, with senior executive representatives from TMR, ARTC and the Department of Infrastructure. QIRSG met 19 times between January 2020 and December 2022.

Additionally, since the Project was announced as a Coordinated Project in June 2017, the following regular engagement activities have been undertaken at a technical officer level:

- ▶ Regular updates and fortnightly meetings with the OCG, with delegates from other departments invited as required
- ▶ Regular TMR meetings covering safety, road-rail interfaces, land access and land acquisition
- ▶ Meetings with QR to discuss road–rail interfaces and collaborations with emergency services.

Key B2G EIS milestones

During the stages of the EIS stakeholder engagement program, state government briefings and consultation have been undertaken to coincide with key EIS milestones. The following sections report on this engagement by date, as shown below:

▶ 2018 to 2020:

- ▶ the release of the ToR in 2018
- ▶ the development of the draft EIS, involving technical meetings to discuss assessment methodologies, results of investigations and potential mitigation measures.

▶ 2021 to 2023:

- ▶ the public notification of the draft EIS between January and May 2021
- ▶ meetings and workshops with social service providers to identify key issues, discuss the methodology and recommendation for inclusion in the draft SIA
- ▶ alignment tours in April 2021 and February 2023 (OCG, DCCEEW, DITRDCA, TMR)
- ▶ engagement in response to the additional information request from the OCG on 4 January 2022.

Technical working groups are regularly convened by ARTC and attended by QR and TMR. Topics discussed at the technical working groups include progression of design, access to the corridor, the road network, property matters, geotechnical investigations, asset ownership, road–rail interfaces, flora and fauna, flooding and hydrology, and the progression of stakeholder engagement.

The following sections outline Queensland State Government consultation events for the development of the draft EIS (2018 to 2020), during the public notification and submission period (2021) and engagement conducted to provide additional information to the revised draft EIS (2022).

4.2.3.1 Queensland State Government engagement: 2018 to 2020

A summary of Queensland Government consultation events supporting the development of the draft EIS and Project reference design is listed in Table E-15. This engagement presented the Project to the Queensland State Government representatives, captured areas of interest and concern, and underpins the majority of the technical assessment methodology used in the development of the EIS and the consultation and engagement program.

Note, that departmental names were correct at the time of the engagement.

TABLE E-15 2018–2020 QUEENSLAND GOVERNMENT ENGAGEMENT

Stakeholders	Date	Purpose	Key issues	Outcome/EIS response
Engagement supporting development of draft EIS (March 2018 to December 2020)				
Department of Transport and Main Roads (TMR)	15 March 2018 Brisbane	<ul style="list-style-type: none"> Project briefing and alignment presentation 	<ul style="list-style-type: none"> General Project update Project timeframes 	<ul style="list-style-type: none"> Feedback integrated in development of EIS and reference design
DES	10 December 2018 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation DES areas of interest and concern for EIS 	<ul style="list-style-type: none"> Permits relevant to activities in state forest State forest revocation process Biosecurity 	<ul style="list-style-type: none"> Consultation informing development of EIS and reference design Applications for revocation of Whetstone and Bringalily state forests prepared (lodged with DES 4 December 2019)
Department of Natural Resources Mines and Energy (DRNME)	17 December 2018 Ipswich	<ul style="list-style-type: none"> Project briefing and alignment presentation DNRME areas of interest and concern for EIS 	<ul style="list-style-type: none"> Importance of stock routes Council and DNRME roles Major rail/ stock route interfaces 	<ul style="list-style-type: none"> Consultation around the impact of alignment on stock routes Stock route realignments to be progressed in accordance with the <i>Land Act 1994</i> (Qld)
DoE	17 December 2018 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation DoE areas of interest and concern for EIS 	<ul style="list-style-type: none"> Potential for noise and traffic impacts on schools Potential impacts on amenity 	<ul style="list-style-type: none"> Refer to Chapter 16: Noise and Vibration Results of the construction and road operational noise reported in Appendix V: Noise and Vibration Assessment—Construction and Road Traffic Railway operational noise reported in Appendix W: Noise and Vibration Assessment—Railway Operations. The engagement strategy to be adopted during detailed design is outlined in Table 8.6 of Appendix X: Social Impact Assessment Potential impacts on community well-being are discussed in Section 8.5 of Appendix X: Social Impact Assessment Management measures to address the potential impact on schools are Included in Table 8-12 of Appendix X: Social Impact Assessment
DAF	17 January 2019 Toowoomba	<ul style="list-style-type: none"> B2G interface with Whetstone and Bringalily state forests 	<ul style="list-style-type: none"> Forestry operations Access roads (forestry tracks and gazetted roads) Timber salvage Local mill Fire management Public access by recreation users Subleases 	<ul style="list-style-type: none"> DAF (Forestry) access requirements included in B2G reference design Ongoing consultation with DAF (Forestry) to assist with timber salvage prior to construction Consultation with state forest lessees to identify access and ongoing operational requirements

Stakeholders	Date	Purpose	Key issues	Outcome/EIS response
Biosecurity Queensland	17 January 2019 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation Areas of interest for Biosecurity Queensland 	<ul style="list-style-type: none"> State and council jurisdiction Major risk is during construction 	<ul style="list-style-type: none"> Requirement for preparation of a Biosecurity management Plan included in the B2G revised draft EIS Meetings held with GRC 11 December 2018 and 5 February 2019 to identify wild dog check fence requirements Meeting held 6 February 2019 with TRC to in relation to data share agreement for weed mapping Meeting with Darling Downs Rabbit Board (2018 and 2023) to identify rabbit proof fence requirements
TMR	29 January 2019 Toowoomba	<ul style="list-style-type: none"> Project and alignment update presentation Road–rail network and reference design solutions 	<ul style="list-style-type: none"> Short stacking of Leyburn Millmerran Road crossing Interface with the QR South Western rail corridor Potential safety enhancements to Cunningham and Gore Highways Use of standard designs (culverts and bridge structures) Public level crossings Condamine River floodplain solution 	<ul style="list-style-type: none"> Standard engineering designs to be applied, maintaining flexibility during construction. ARTC investigating engineering pre-casting, given the length of culverts and bridge structure crossing of the Condamine River floodplain The intent is the South Western System would remain operational during construction; ARTC to liaise with QR for access Potential impacts on the road network in the Project area discussed in Chapter 20: Traffic, Transport and Access and Appendix AA: Traffic Impact Assessment ARTC to consolidate the number of level crossings and seek community feedback on the level crossing strategy. Level crossing locations are identified in Chapter 5: Project Description, Chapter 20: Traffic, Transport and Access and Appendix AA: Traffic Impact Assessment The hydrological assessment of the Condamine River floodplain is presented in Appendix T: Hydrology and Flooding Technical Report and Chapter 14: Flooding and Geomorphology
DES	30 January 2019 Toowoomba	<ul style="list-style-type: none"> Presentation of terrestrial ecology assessment methodology 	<ul style="list-style-type: none"> Predictive habitat modelling approach to assess impacts DES Estate (Forestry) Buffers to watercourses Noise and lighting impacts Fencing Connectivity Impact on waterflow Offsets Matters of National Environmental Significance (MNES) 	<ul style="list-style-type: none"> Assessment approach adopted for assessment of MNES, State significant species and aquatic species Lighting for the Project to be limited to that necessary for the safe construction, operation and maintenance of the rail corridor and road realignments Fencing and fauna connectivity to be addressed in accordance with the Fencing and Fauna Movement Strategy included in the EIS Preliminary offset calculations based on the B2G reference design are provided in Chapter 11: Flora and Fauna

Stakeholders	Date	Purpose	Key issues	Outcome/EIS response
DESBT	30 January 2019 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation DESBT areas of interest for EIS 	<ul style="list-style-type: none"> Local content Regional skills investment strategy 	<ul style="list-style-type: none"> Meetings held with TRC, GRC and DESBT to discuss regional skills investment strategy The strategy for ARTC participation in workforce upskilling, small business and education is discussed in the social impact management plan for the social impact assessment presented in Appendix X: Social Impact Assessment Registration for local business to engage in Project construction is available through the ARTC website
Department of Aboriginal and Torres Strait Islander Partnerships (DATSIP)	31 January 2019 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation Social impact assessment EIS delivery 	<ul style="list-style-type: none"> Access to Department Aboriginal parties contacts database 	<ul style="list-style-type: none"> Engagement of Bigambul, Western Wakka Wakka, and Endorsed Aboriginal Parties onT the cultural heritage management plans Engagement of Bigambul, Western Wakka Wakka, and Endorsed Aboriginal Parties during preparation of the social impact assessment
Queensland Fire and Emergency Services (QFES)	31 January 2019 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation QFES areas of Interest 	<ul style="list-style-type: none"> QFES jurisdiction Risks, including collisions with hazardous materials transportation Separation of mixed classes of goods New Charlton fire station 	<ul style="list-style-type: none"> Refer to Chapter 21: Hazard and Risk QFES input sought for input in alignment planning (road realignments and level crossings) QFES feedback incorporated in Appendix X: Social Impact Assessment
Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP)	31 January 2019 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation DSDMIP areas of interest 	<ul style="list-style-type: none"> Land use Tourism Mining Potential impacts on the socio-economic environment Noise 	<ul style="list-style-type: none"> Consultation input informed development of the draft EIS in the following sections: Chapter 8: Land Use and Tenure Appendix X: Social Impact Assessment Appendix Y: Economic Impact Assessment
DAF	6 February 2019 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation DAF areas of interest 	<ul style="list-style-type: none"> Biosecurity Waterway barrier works approvals Potential impacts on agricultural producers, soils and water Potential impacts of dust nuisance on crops 	<ul style="list-style-type: none"> Requirement for Biosecurity management plan, soil management plan and dust management plan included in the B2G draft EIS Identification of mapped waterways in Chapter 13: Surface Water and Chapter 14: Flooding and Geomorphology

Stakeholders	Date	Purpose	Key issues	Outcome/EIS response
Queensland Health	7 February 2019 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation Queensland Health 	<ul style="list-style-type: none"> Administrative catchment Available health services and facilities Construction impact (location of non-resident workforce accommodation) Potential for noise and vibration impacts on aged care 	<ul style="list-style-type: none"> The location of non-resident workforce accommodation is shown in Chapter 5: Project Description Potential impact on health services is discussed in Appendix X: Social Impact Assessment The proposed alignment traverses land to the south of the township of Millmerran and is removed from existing aged care
TransLink	7 February 2019	<ul style="list-style-type: none"> ARTC Presentation of Alignment 	<ul style="list-style-type: none"> Potential road realignments Public level crossings School bus routes 	<ul style="list-style-type: none"> Information provided with reference to school bus routes General feedback incorporated in B2G reference design and Appendix X: Social Impact Assessment
DAF	13 February 2019 Nambour	<ul style="list-style-type: none"> Avoidance/ mitigation/ offsets for waterways providing for fish passage/ matter of state significance 	<ul style="list-style-type: none"> Mapped waterways to be identified Fish species present Hydrology and flooding Assessment of potential impacts to aquatic ecology 	<ul style="list-style-type: none"> Mapped waterways in the Project area are identified in Appendix L: Terrestrial and Aquatic Ecology Technical Report Refer to Appendix L: Terrestrial and Aquatic Ecology Technical Report for the assessment of potential impacts of the aquatic ecological values within the Project area
DES	18 February 2019 Brisbane	<ul style="list-style-type: none"> State forest revocation 	<ul style="list-style-type: none"> DES state forest revocation requirements 	<ul style="list-style-type: none"> ARTC application for revocation of Bringally and Whetstone state forests lodged with DES 4 December 2019 Refer to Chapter 8: Land Use and Tenure
DNRME	20 February 2019 Toowoomba	<ul style="list-style-type: none"> Project briefing and alignment presentation DNRME areas of interest in EIS development 	<ul style="list-style-type: none"> Key resource areas Yelarbon desert Stock routes Existing water resource entitlements Hydrology/hydraulics Impact of mine blasts Cadastral survey (southern extend of project area) Groundwater Corridor fencing 	<ul style="list-style-type: none"> Refer to Chapter 8: Land Use and Tenure Refer to Appendix T: Hydrology and Flooding Technical Report Refer to Appendix U: Groundwater Technical Report for assessment of the potential impacts on groundwater resources and existing water resource entitlements Refer to Chapter 16: Noise and Vibration Refer to the fencing strategy in Appendix L: Terrestrial and Aquatic Ecology Technical Report
TMR	22 February 2019 Brisbane	<ul style="list-style-type: none"> B2G Traffic Impact Assessment 	<ul style="list-style-type: none"> Understand and engage with TMR on technical requirements for the EIS 	<ul style="list-style-type: none"> Consultation informed the conditions to be included in the draft EIS and the Traffic Impact Assessment Refer to Chapter 20: Traffic, Transport and Access and Appendix AA: Traffic Impact Assessment

Stakeholders	Date	Purpose	Key issues	Outcome/EIS response
DES	6 September 2019 Brisbane	Protected Area Estate— revocation meeting	Discuss ARTC's draft revocation submission	<ul style="list-style-type: none"> Refer to Chapter 8: Land Use and Tenure Engagement informed ARTC's application for revocation of Bringalily and Whetstone State forests, which was lodged with DES 4 December 2019
DSDMIP	11 September 2019 Toowoomba	EIS briefing	<ul style="list-style-type: none"> Impact assessment area Social impact Groundwater Potential intermodal links Labour market analysis Potential for workforce impacts Cumulative impacts 	<ul style="list-style-type: none"> Data obtained for SIA and local government areas (LGAs) Lessons learnt from coal seam gas, New Hope mine and Toowoomba Second Range Crossing projects Feedback received on methodology used for assessments Mitigation strategies discussed
DAF	4 November 2019 Nambour	Draft Aquatic Ecology EIS Technical Report Review	<ul style="list-style-type: none"> Maps in the report should show waterways providing for fish passage Waterways providing for fish passage are MSES More information needed about likelihood assessment and how this was updated following field work Include information about waterways providing for fish passage and DAF zoning in aquatic site profiles 	<ul style="list-style-type: none"> Consultation informed development of the draft EIS including: <ul style="list-style-type: none"> Fish passage in waterways DAF zoning in aquatic site profiles Seine and fyke nets details Further technical assessment required, including: <ul style="list-style-type: none"> Silver Perch records Seasonal movement of fish DAF (Fisheries) input and details of the above issues incorporated in Appendix L: Terrestrial and Aquatic Ecology Technical Report
DNRME	21 February 2020	Kildonan Road stock route interface	<ul style="list-style-type: none"> Use of Rainbow Reserve Potential impact on private land Realignment of Kildonan Road 	Design for the proposed Kildonan Road stock crossing is provided in Chapter 8: Land Use and Tenure
DNRME	5 February 2020	Water sourcing and management	<ul style="list-style-type: none"> Engagement with landowners Bores and groundwater Catchment planning Water markets and trading Permits and approvals 	<ul style="list-style-type: none"> Proponent commitment to prepare a Project-specific Construction Water Plan during detailed design 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 <i>Water Act 2000</i> (Qld)

Stakeholders	Date	Purpose	Key issues	Outcome/EIS response
OCG and DAWE	18 March 2020 (teleconference)	<ul style="list-style-type: none"> ▶ MNES reporting 	<ul style="list-style-type: none"> ▶ Potential impacts to MNES ▶ Proposed impact avoidance/mitigation measures 	<ul style="list-style-type: none"> ▶ MNES technical report documents: <ul style="list-style-type: none"> ▶ findings of the desktop assessment ▶ threatened ecological communities, terrestrial flora, aquatic and terrestrial fauna and fauna habitat field observations ▶ potential impacts as a result of the Project proceeding ▶ tests of significance for MNES in accordance with Commonwealth guidelines ▶ species recovery plans ▶ threat abatement plans ▶ key residual impacts ▶ key mitigation measures
DESBT	October 2019	<ul style="list-style-type: none"> ▶ Support for skills and business development 	<ul style="list-style-type: none"> ▶ Discuss Inland Rail and existing DESBT programs 	<ul style="list-style-type: none"> ▶ Identified the Regional Skills Investment Strategy (RSIS) program as a key opportunity for alignment with local priorities
DSDTI	July 2020 X 2 meetings	<ul style="list-style-type: none"> ▶ DSDTI programs focused major projects ▶ Opportunities for collaboration 	<ul style="list-style-type: none"> ▶ Discuss and action collaboration opportunities 	<ul style="list-style-type: none"> ▶ The potential for a joint forum with other major projects in the Project region re: supply requirements ▶ The Department partnered with ARTC, exhibiting at and providing support to local and indigenous businesses at ARTC's 'Meet the Proponents' Supply Chain event ▶ ARTC partnered with the Department, providing speakers at a series of the Department's business capability workshops
DES	12 August 2020	<ul style="list-style-type: none"> ▶ Project update ▶ Status of the state forest Revocation 	<ul style="list-style-type: none"> ▶ Status of assessment of the B2G EIS ▶ Status of land acquisition ▶ DES assessment progress of ARTC applications for state revocation 	<ul style="list-style-type: none"> ▶ Update to reporting of state forest options assessments included in the Project rationale ▶ Additional reporting on state forest environmental values included in ecology reporting for the EIS
QR	21 September 2020	<ul style="list-style-type: none"> ▶ QR rail corridor interfaces 	<ul style="list-style-type: none"> ▶ B2G Traffic Impact Assessment ▶ ALCAM 	<ul style="list-style-type: none"> ▶ Following consultation with QR, ARTC forwarded the updated traffic and transport mitigation measures ▶ Mitigation measures proposed in Chapter 20: Traffic, Transport and Access. The revised draft EIS has been amended to address safety controls at existing level crossings and stakeholder engagement on traffic management plans during construction

Stakeholders	Date	Purpose	Key issues	Outcome/EIS response
DoE Toowoomba	3 November 2020	<ul style="list-style-type: none"> Project update Public notification of draft EIS Invitation to community EIS sessions Approach to address potential traffic and noise impacts 	<ul style="list-style-type: none"> Construction and operational noise impact on schools Temporary and permanent road realignments around schools Other potential issues during construction and operation for schools along the alignment 	<ul style="list-style-type: none"> ARTC and DoE agreed to work together during the detailed design stage to confirm appropriate noise mitigation measures based on an audit of each affected schools' site layout, to determine the applicability of in-corridor or at-property noise treatments ARTC advised DoE about the need for permanent road realignments at Brookstead and Yelarbon, and committed to consultation with the Yelarbon and Brookstead communities in the development of more detailed traffic management measures during the detailed design stage.
DoE (Toowoomba)	19 November 2020	<ul style="list-style-type: none"> Noise Traffic 	<ul style="list-style-type: none"> Noise assessment results School site layout plans and building elevations Targeted noise monitoring School site inspections/assessments Permanent road realignments Temporary traffic arrangements during construction 	<ul style="list-style-type: none"> Scheduling and completion of site assessments and targeted noise monitoring at Brookstead and Yelarbon state schools occurring in consultation with DoE EIS and reference design briefings at community information sessions during public notification of EIS Continue to consult with DoE during detailed design in relation to: <ul style="list-style-type: none"> results of targeted noise monitoring noise modelling based on detailed design noise mitigation strategies temporary and permanent traffic arrangements
DNRME	19 November 2020	<ul style="list-style-type: none"> Construction water options 	<ul style="list-style-type: none"> Project and draft EIS report update Reliability of surface water sources Groundwater sourcing Water service provider applications Correctly licensed entitlements Construction authority exemptions 	<ul style="list-style-type: none"> Consultation with DNRME provided into a licensing and approvals strategy and preparation of a water plan for construction water sourcing and management to be taken through to detailed design. Refer to: <ul style="list-style-type: none"> Chapter 3: Legislation and Project Approvals Process Chapter 5: Project Description
DDMG (District Disaster Management Group)	3 December 2020	<ul style="list-style-type: none"> Participation in Exercise Dry Bones (simulation event) 	<ul style="list-style-type: none"> Inglewood flood evacuation and evaluation Emergency management processes and responses 	<ul style="list-style-type: none"> Review modelling in detailed design to ensure no impact on flood waters in Inglewood Continue engagement with DDMG and participation in engagement activities such as simulation events

In May 2019, regionally based Queensland Government departments participated in SIA workshops in Goondiwindi and Toowoomba, to provide agencies with an overview of the SIA findings and seek their feedback on mitigation measures and enhancement strategies. Agencies represented included:

- ▶ DoE
- ▶ DESBT
- ▶ The former DATSIP (now part of DSDATSIP)
- ▶ Queensland Health
- ▶ The former DCDSS, with the Communities function now part of DCHDE
- ▶ QPS, QAS, QFES and SES
- ▶ DITRDC.

ARTC also consulted TransLink and Bus Queensland during this time but no particular issues were identified with respect to the SIA study area. Further details about Queensland State Government SIA-engagement outcomes can be found in Appendix X: Social Impact Assessment, Section 6.3.4.

In August and October 2019, ARTC hosted EIS workshops with Queensland State Government representatives in both Brisbane (refer to Table E-16) and Toowoomba (refer to Table E-17) to discuss issues and concerns regarding the draft EIS development. Note that departmental names were correct at the time of engagement, and the Project response was current, at that time. Project changes since October 2019 may have resulted in the Project response being updated or modified.

TABLE E-16 BRISBANE EIS STATE GOVERNMENT WORKSHOP—9 OCTOBER 2019

Attendees	Topic	Issues discussed (as of October 2019)
DATSIP DNRME (departmental names at time of consultation) DES DAF TMR	Project alignment—stock routes	▶ Functionality maintained. Rail interfaces discussed with DNRME and GRC and consultation ongoing to develop site specific design requirements at each interface location
	Project alignment—interfaces with Millmerran Inglewood Road	▶ One level crossing (justification found in Appendix AA: Traffic Impact Assessment) ▶ Two grade-separated crossings
	Project alignment—traversing State forest	▶ Options assessment and supporting information included in the Project Rationale chapter
	Project alignment—access for existing businesses	▶ Sidings provided for GrainCorp facilities at Brookstead and Yelarbon
	Project alignment—access to quarry material	▶ DAF (Forestry) advised there are existing basalt resources in proximity to the rail corridor
	Project alignment—height of public road bridges	▶ Structures range in height from 5.4 m to 7.0 m
	Construction methodology—construction water sources	▶ Trucking water long distances to construction work sites is ARTC's least preferred option
	Construction methodology—excess material—G2H	▶ The brief for the B2G constructability assessment was to consider the Project on its own merits. There is an opportunity to use excess material from the adjoining G2H Project
	Construction methodology—energy	▶ Document energy demand during construction. Reporting required by ARTC as a registered entity for the Infrastructure Sustainability Council of Australia's (ISCA) Infrastructure Sustainability (IS) rating scheme (program assessment of the design stage)
	Aquatic ecology—occurrence of pest species	▶ Mosquito fish detected in watercourses
	Aquatic ecology—key issues	▶ Habitat connectivity is the major ecological issue
	Surface water—sampling	▶ Sampling undertaken during drought/dry conditions post light rain events. High turbidity, salinity and heavy metals detected in drainage features. Sampling timing representative of seasonal conditions.
	Ecology—methodology	▶ A precautionary approach was adopted using predictive mapping

Attendees	Topic	Issues discussed (as of October 2019)
	Ecology—fauna measures	▶ B2G fauna movement and fencing strategy proposed
	Ecology—rehabilitation and reinstatement	▶ The Rehabilitation and Landscaping Management Plan is to: <ul style="list-style-type: none"> ▶ outline issues to be addressed and how these will be managed ▶ demonstrate effectiveness of reinstating soils
	Ecology—results	▶ Species found in road verges where there is no disturbance as a result of agricultural pressure
	Hydrology—Macintyre River	▶ Hydrology and surface water assessments completed for all catchments from B2G will be included in the B2G EIS. Hydrology and flooding assessment of the Macintyre River to be included in the B2G and NS2B EISs
	Hydrology—land use	▶ B2G EIS identifies what activities are occurring on private land within and adjacent to the Project footprint to assess impacts on land use
	Hydrology—grain silos	▶ Hydrology and flooding assessment to address varying impacts from past flooding events
	Hydrology—existing pipelines	▶ EIS to assess potential impacts on existing pipelines and utilities owned and managed by third-party infrastructure/asset holders. Record of consultation included in Appendix E: Consultation report
	Hydrology—culverts	▶ Sizing and number dependent upon flows and potential impacts of periodic inundation. Culvert schedule to be reviewed during detailed design
	Groundwater—data	▶ Data obtained from: <ul style="list-style-type: none"> ▶ ARTC bores installed as part of geotechnical investigations ▶ existing registered bores ▶ Recommendation to undertake a survey of unregistered bores as part of the detailed design stage to further refine impacts and mitigation
	Groundwater—dewatering	▶ No active dewatering required
	Land resources—disposal of spoil	▶ Disposal of spoil is addressed in the Waste chapter and Spoil Management Strategy (Appendix AB: Earthworks Strategy and Draft Soil Management Plan)
	Land resources—contaminated land	▶ Assessment completed using historical aerial photography <ul style="list-style-type: none"> ▶ Search of the Environmental Management Register—3 lots identified on the register ▶ Protocols included in the soil management Plan for discovery of contaminated land
	Land resources—sodosols	▶ Preliminary information obtained from desktop assessment and geotechnical investigations undertaken for the B2G reference design and the draft EIS
	Landscape and visual assessment—scope	▶ Potential impact should consider future development areas
	Landscape and visual assessment—Condamine River floodplain	▶ Distant view of the proposed bridge across the floodplain from the Gore Highway
	Non-Indigenous cultural heritage—Protest Art	▶ At the time, sites were proposed to have state significance under the <i>Cultural Heritage Significance Guidelines</i> (DEHP, 2017). Opportunities for mitigation (subject to consultation with artist): <ul style="list-style-type: none"> ▶ In-situ preservation ▶ relocation by the artist ▶ relocation and use in interpretative information on the ARTC Inland Rail Project ▶ donation to state/local heritage/art bodies (GOMA, Queensland Museum, Millmerran Museum, etc.) ▶ archival recording and removal ▶ Following further engagement, this issue has been resolved

Attendees	Topic	Issues discussed (as of October 2019)
	Non-Indigenous cultural heritage—mitigation	<ul style="list-style-type: none"> ▶ Potential for discovery of additional heritage places limited as a result of previous disturbance and removal of structures and infrastructure within the QR corridor. Provisions for potential discoveries in the EIS.
	Indigenous cultural heritage—survey	<ul style="list-style-type: none"> ▶ Cultural heritage walkover of burial site adjacent to the Project area within the NS2B section
	Indigenous cultural heritage—story lines	<ul style="list-style-type: none"> ▶ To date, no story lines of relevance to the Project have been raised by Aboriginal Parties
	Land use and tenure—pipeline tenure	<ul style="list-style-type: none"> ▶ Potential interface with pipeline tenures documented in the land use and tenure chapter of the EIS
	Land use—non-resident workforce accommodation	<ul style="list-style-type: none"> ▶ Based on construction methodology, temporary non-resident workforce accommodation will be required in proximity to the alignment in the locality of Millmerran, Inglewood and Yelarbon
	Land use—airports	<ul style="list-style-type: none"> ▶ Potential impact of the Project to be assessed against criteria in the State Planning Policy—strategic airports and aviation facilities
	Land use—construction demobilisation	<ul style="list-style-type: none"> ▶ Land used for temporary construction activities will be reinstated as agreed with the landowner
	Land use—state land	<ul style="list-style-type: none"> ▶ Impacted property list will include state land identified in the Land Use and Tenure chapter of the B2G draft EIS
	Waste management—in corridor	<ul style="list-style-type: none"> ▶ The B2G EIS Waste chapter and waste is to address waste handling and management in the rail corridor
	Waste management—disposal of contaminated material	<ul style="list-style-type: none"> ▶ Onsite reuse, where practically possible ▶ Goondiwindi landfill will accept regulated waste ▶ Truck movements generated for waste disposal addressed in the Traffic Impact Assessment
	Tenure—Commodore Mine	<ul style="list-style-type: none"> ▶ Mining lease and exploration permits described in Chapter 8: Land Use and Tenure
	Air Quality—Commodore Mine & Millmerran Power Station	<ul style="list-style-type: none"> ▶ Assessment has considered the potential impacts in proximity to Commodore Mine. Limited air quality information (dust monitoring) provided in the environmental authority for Commodore Mine and Millmerran power station ▶ Air quality monitoring will be triggered by negative community feedback ▶ Mitigation to consider rail versus mine contribution
	Air Quality—passing loops	<ul style="list-style-type: none"> ▶ Location of passing loops identified to minimise potential impacts on sensitive receptors ▶ Staging operation of passing loops to minimise potential impacts on sensitive receptors

TABLE E-17: TOOWOOMBA STATE GOVERNMENT EIS WORKSHOP—5–16 AUGUST 2019

Attendees	Topic	Issues discussed
Premier and Cabinet DAF DNRME TRC DoE TMR	Ecology—terrestrial and aquatic assessments	<ul style="list-style-type: none"> ▶ Databases used for assessments ▶ Consistency of methodology for terrestrial and aquatic ecology reporting ▶ Project fieldwork ▶ Historical records ▶ Research and published reports ▶ Impact assessment areas: <ul style="list-style-type: none"> ▶ Terrestrial 1.0 km from the edge of the disturbance footprint ▶ Aquatic 2.0 km from the disturbance footprint ▶ Surveys: <ul style="list-style-type: none"> ▶ Four aquatic survey events (48 sites) ▶ Two targeted terrestrial survey events and opportunistic surveys carried out as part of the B2G geotechnical program from beginning of 2017–September 2018. ▶ Modelling allows assessment to be made outside of these areas (model continually updated based on data updates) ▶ Details of aquatic ecology survey locations in aquatic ecology report of the EIS
	Surface water and hydrology	<ul style="list-style-type: none"> ▶ Impact maps showing velocities to be provided in EIS ▶ Maintenance of culverts will be ARTC's responsibility ▶ Ownership of rail corridor is Construction Authority/TMR/ARTC sub-lease ▶ Ancillary road infrastructure brought into the model ▶ Flood modelling change to existing structures ▶ No specific reporting of impacts on roads ▶ Consideration of soil conservation plans ▶ Project impact on groundwater bores: <ul style="list-style-type: none"> ▶ Ongoing consultation with landowners to identify potential impacts in EIS Groundwater chapter
	Condamine River floodplain solution	<ul style="list-style-type: none"> ▶ Proposed corridor (2.0 m height) on the brownfield alignment ▶ Bridge (approx. 6.0 km and 554 culvert cells) ▶ 20% box culverts and 2.1 m pipes ▶ Waterway barrier works (WWBW) assessment completed ▶ Oversized culverts provided ▶ Design allows for freeboard
	Waterway barrier works (WWBW)	<ul style="list-style-type: none"> ▶ ARTC met with DAF to discuss feedback on aquatic ecology report and the approach for addressing WWBW approvals 4 November 2019
	LVIA	<ul style="list-style-type: none"> ▶ Potential impacts of lighting on rural landscapes ▶ Permanent lighting to be provided for road realignments (e.g. Brookstead) to address safety guidelines and standards ▶ Different fencing solutions proposed depending on circumstances, pest, security ▶ Assessment to address cultural heritage landscapes
	Land resources	<ul style="list-style-type: none"> ▶ Existing contamination desktop assessment completed ▶ Biosecurity assessment to minimise construction risk ▶ Potential impact of salinity and the low risk to rail construction on formation
	Air quality	<ul style="list-style-type: none"> ▶ Boundary of modelling to be 2 km from northern and southern extent of the proposed B2G alignment ▶ Modelling of air quality undertaken for the northern extent—G2H interface

Attendees	Topic	Issues discussed
	Noise and vibration	<ul style="list-style-type: none"> ▶ Construction noise and vibration impacts assessed. Vibration assessment based on potential structural impacts ▶ Assessment of potential impact on animal husbandry ▶ Assessment of impact to heritage buildings, with vibration assessment to be based on more stringent criteria ▶ Assessment of potential operational impacts as a result of proposed road alignments ▶ Noise impacts on state schools and long-term impacts—site-specific mitigation, if required, is to be based on architectural plans and audit of site layout during detailed design. ▶ Cumulative impact of road and rail noise where sensitive receptors perceive and respond to road traffic and railway noise differently ▶ Assessment undertaken with consideration of the TMR <i>Interim Guideline—Operational Railway Noise and Vibration</i> (DTMR, 2019a) and ARTC noise and vibration management approach for the Inland Rail Project. ▶ ARTC approach: <ul style="list-style-type: none"> ▶ enhanced protection for night-time when potential for impact can be greater ▶ considered to be best for community outcomes ▶ will ensure rail noise is managed equitably for all sensitive receptors.
	Noise—monitoring locations	<ul style="list-style-type: none"> ▶ Number of baseline noise and vibration monitoring sites ▶ Sites chosen as representative of various land use scenarios and sensitive receptors along the proposed B2G alignment ▶ Very little difference detected between monitoring locations
	Stock routes—consultation	<ul style="list-style-type: none"> ▶ No travelling stock routes will be closed. ARTC has consulted with GRC and DNRME in relation to interfaces with proposed Project alignment
	Waste management	<ul style="list-style-type: none"> ▶ Key management measures: <ul style="list-style-type: none"> ▶ assessment of reuse opportunities ▶ agreements to access waste management facilities ▶ ISCA tracking credits.
	Cumulative impacts—approach	<ul style="list-style-type: none"> ▶ Cumulative impact addressed for each discipline and in the standalone chapter of the EIS

4.2.3.2 Queensland State Government engagement: 2021 to 2023

Engagement with Queensland State Government departments and agencies has been ongoing and iterative throughout the development of the revised draft EIS. This section outlines engagement activities undertaken to support the public notification period of the draft EIS (January 2021 to May 2021), and to further inform the revised draft EIS, including engagement undertaken to respond to the request for additional information, issued by the OCG on 4 January 2022.

These engagement activities ensured Queensland State Government representatives were updated regularly by ARTC, and helped the Project better understand areas of state government interest and concern. This engagement also enabled state government stakeholders to provide input into the Project reference design, mitigation measures and technical areas of assessment and activity, such as noise and vibration modelling, traffic assessment, state forest revocation and the SIA.

Table E-18 summarises engagement activities undertaken with Queensland State Government during this time. Note that departmental names were correct at the time of the engagement.

In addition to the specific engagement with the Queensland State Government stakeholders listed, representatives from agencies including OCG, DSDILGP, TMR, DoR, DES, QFES have been present and provided input at community engagement events, CCCs, and various technical workshops, such as hydrology, soils, koalas, and social impact workshops.

TABLE E-18 2021–2023 QUEENSLAND GOVERNMENT ENGAGEMENT

Stakeholders	Date	Purpose	Key issues	Topics discussed
Engagement supporting public notification period of draft EIS (January 2021 to May 2021)				
OCG	14–15 April 2021	B2G alignment tour	<ul style="list-style-type: none"> Alignment and property impacts Traffic and access 	<ul style="list-style-type: none"> Impacts on Warrego Highway Water access and allocations Impacts on Pittsworth and surrounding area Yelarbon visual and noise impacts Individual property impacts Impacts on Brookstead and surrounding area Site visit to impacted landowner's property to demonstrate black soil and erosion at Pampas Pampas road design changes and provided overview of anticipated community feedback Alignment selection in Millmerran Athol School Road and Purcell Road redesign Locations of potential intermodal facilities State forest impact and alignment route Non-resident workforce accommodation locations Gowrie Mountain
Engagement supporting development of revised draft EIS, including request for additional information (June 2021 to June 2022)				
DDMG	21 July 2021	General Project briefing on revised reference design	<ul style="list-style-type: none"> Road changes Access through construction Flooding impacts 	<ul style="list-style-type: none"> Regular briefings between emergency services and ARTC
DNRME (former departmental name)	16 August 2021	Discussion on stock route crossings	<ul style="list-style-type: none"> South Kurumbul Road Yelarbon Lovells Crossing Road Millmerran Inglewood Road Bringalilly State forest Kooroongarra Andersons Road Warrego Highway 	<ul style="list-style-type: none"> Integration of stakeholder input and feedback into draft EIS Changes to reference design to ensure impact on stock route crossings is minimised
DES TMR DAF OCG	16 September 2021	State forest revocation	<ul style="list-style-type: none"> ARTC presented an overview of the alignment development and constraints ARTC provided an outline of the stakeholder consultation approach for lessees and agencies OCG provided an overview of the state forest revocation process 	<ul style="list-style-type: none"> Revocation pathway and process Provided update on response to submissions relating to revocation matters

Stakeholders	Date	Purpose	Key issues	Topics discussed
DoR OCG	23 September 2021	State forest revocation	<ul style="list-style-type: none"> ▶ ARTC provided an overview of recent engagement and next steps. ▶ Process and timeframes for revocation 	<ul style="list-style-type: none"> ▶ Native title ▶ Permit for early works ▶ Identification of lessees
Energy Queensland	13 October 2021	Yarranlea substation access and hydrology	<ul style="list-style-type: none"> ▶ Access to Yarranlea T010 zone substation has been affected by overland stormwater depositing silt on access points 	<ul style="list-style-type: none"> ▶ Reference design considered catchment in the model using Lidar survey ▶ Reference design has made provisions to ensure the existing flow paths are maintained ▶ Design in area is rail over road grade separation from Yarranlea Road, rail height approximately 8 to 10 m ▶ Subsequent site-specific assessment and mitigation to be following up in detailed design
Queensland Health	4 November 2021	Air quality	<ul style="list-style-type: none"> ▶ Microbiological contaminants in air emissions during operations, namely Q-fever 	<ul style="list-style-type: none"> ▶ Advice received from Queensland Health medical professional by email ▶ ARTC advised to adopt precautions as other freight trains that are used to move livestock
DDMG	17 November 2021	General Project update	<ul style="list-style-type: none"> ▶ Road—rail interfaces ▶ Inglewood flood impacts 	<ul style="list-style-type: none"> ▶ Regular briefings between emergency services, ARTC and contractors
DES TMR DAF OCG	26 November 2021	State forest revocation	<ul style="list-style-type: none"> ▶ Update on revocation activities ▶ Advice given that ARTC had executed the Land Acquisition Deed with TMR (the constructing authority for land acquisition for Inland Rail) ▶ Impacts of Project on DAF forestry interests 	<ul style="list-style-type: none"> ▶ Outline of state forest access and mitigation measures proposed ▶ Provision of ARTC's response to State Government submissions (DES and DAF) including: <ul style="list-style-type: none"> ▶ details on state forest agricultural uses and activities, including timber harvesting and apiary permits ▶ compensation and stakeholder engagement process ▶ wild dog check fence commitments ▶ wildfire and access management strategies
TMR OCG	13 May 2022	Traffic	<ul style="list-style-type: none"> ▶ Traffic Impact Assessment—methodology 	<ul style="list-style-type: none"> ▶ ARTC provided several methodology memos covering a range of topics, including: <ul style="list-style-type: none"> ▶ safety ▶ pavement ▶ cumulative impacts
DRDMW TMR DES OCG	19 May 2022	Construction water Groundwater Surface water	<ul style="list-style-type: none"> ▶ Construction water supply ▶ Groundwater and bore survey ▶ Watercourse determination 	<ul style="list-style-type: none"> ▶ Construction water requirements and sourcing strategy ▶ Groundwater bore survey method, findings and make-good process ▶ Ongoing groundwater monitoring strategy ▶ Confirmation of watercourses and update on impacts and management of overland flow diversions

Stakeholders	Date	Purpose	Key issues	Topics discussed
DAF DES TMR OCG	2 June 2022	State forest revocation	<ul style="list-style-type: none"> ▶ Updated revocation mapping review ▶ Whetstone and Bringalily land acquisition boundaries ▶ Impacted resources ▶ Access impacts and mitigation measures 	<ul style="list-style-type: none"> ▶ Determine compensation framework and engagement approach for: <ul style="list-style-type: none"> ▶ grazing leases ▶ apiaries ▶ exploration permit holders ▶ forest products (timber) ▶ quarry materials
Resources Safety and Health Queensland (RSHQ) OCG	1 July 2022	Engagement with Chief Inspector of Explosives	<ul style="list-style-type: none"> ▶ Transportation of security sensitive explosives on the Inland Rail network (Qld) during construction 	<ul style="list-style-type: none"> ▶ ARTC and RSHQ will continue to work together to manage safety, storage and security of explosives during construction, and environmental issues relating to noise and vibration from blasting. ▶ During pre-construction and construction stages, ARTC will have early engagement with RSHQ if blasting is planned
DoE OCG	5 July 2022	Project impacts to schools for all Queensland Projects (including B2G and G2K)	<ul style="list-style-type: none"> ▶ Heavy vehicles during construction ▶ Disruption to road access and school bus routes 	<ul style="list-style-type: none"> ▶ Discussion for B2G was specifically around potential impacts to Brookstead, Yelarbon and Southbrook Central state schools ▶ Engagement with DoE will be ongoing to ensure management and mitigation measures are in place for noise and traffic impacts ▶ Additional engagement to be undertaken once noise modelling has been completed
DES OCG	17 March 2023	Project impacts to wild dog fence and wildfire management	<ul style="list-style-type: none"> ▶ Interaction of the Project with the wild dog check fence in three locations ▶ Wildfire management commitments 	<ul style="list-style-type: none"> ▶ Project impacts to the wild dog check fence and state forest ▶ Fauna connectivity considerations ▶ Update on GRC consultation ▶ Wild dog check fence reinstatement options ▶ Wildfire management and access mitigations ▶ Disaster management consultation
District Disaster Management Group	Ongoing, quarterly meeting	Project updates and design iterations to inform stakeholders involved in district disaster management	<ul style="list-style-type: none"> ▶ Hydrology ▶ Emergency access ▶ Changes to road network 	<ul style="list-style-type: none"> ▶ Relationship building, awareness raising and establishing communication channels with key agencies involved in disaster management
QPS	Ongoing, monthly meetings	Project updates and information sharing	<ul style="list-style-type: none"> ▶ Regular communication channels ▶ Emergency management processes and situational awareness ▶ Biosecurity measures, including foot and mouth disease (FMD) and lumpy skin disease (LSD) 	<ul style="list-style-type: none"> ▶ Relationship building, awareness raising and establishing communication channels with key agencies involved in local emergency management ▶ Engagement will be ongoing, and formalised in Q4 to including local QPS, QAS, QFES and SES)

Stakeholders	Date	Purpose	Key issues	Topics discussed
OCG	Ongoing, fortnightly meetings	Project updates, approvals process, and review of additional information request	<ul style="list-style-type: none"> ▶ Response to stakeholder submissions ▶ Reference design development ▶ Approvals pathway ▶ Request for additional information 	<ul style="list-style-type: none"> ▶ revised draft EIS has been prepared in consultation with the OCG to ensure requests for further information have been addressed and incorporated
TMR	Ongoing, fortnightly meetings	Project updates and approvals process	<ul style="list-style-type: none"> ▶ Regular communication channels 	<ul style="list-style-type: none"> ▶ Project approvals process, conditions and commitments. For more detail see Section 4.2.3.3

4.2.3.3 TMR Working Group

From November 2018, ARTC has held regular working group meetings with TMR. Key technical issues discussed in the working group have informed the EIS and reference design in areas such as:

- ▶ Road–rail interface and designs
- ▶ Land acquisition
- ▶ Traffic and transport management
- ▶ Maintaining access to properties and changes to road network
- ▶ State forest revocation
- ▶ A traffic impact assessment, presented in Appendix AA.

Fortnightly meetings with TMR will be ongoing.

Table E-19 outlines the key outcomes of the TMR Working Group.

TABLE E-19 TMR WORKING GROUP OUTCOMES

Topic	Overview	Engagement details	Outcome/s
Road–rail interfaces and design requirements	<ul style="list-style-type: none"> ▶ Site-specific scope details <ul style="list-style-type: none"> ▶ Warrego Highway ▶ Toowoomba Cecil Plains Road ▶ Gore Highway (several locations) ▶ Oakey-Pittsworth Road ▶ Millmerran Leyburn Road ▶ Millmerran Inglewood Road (x3) ▶ Cunningham Highway ▶ Yelarbon Keetah Road. ▶ Intersections between state and local roads ▶ Concept planning: <ul style="list-style-type: none"> ▶ Brookstead ▶ Pampas ▶ Yelarbon 	<ul style="list-style-type: none"> ▶ Establish baseline data and design parameters including: <ul style="list-style-type: none"> ▶ background traffic counts with projected future growth ▶ road class, heavy vehicles access requirements and design vehicles. ▶ oversize overmass vehicles and permits ▶ vertical clearances, design speeds, pavement life ▶ active transport provisions (cycling / pedestrian) ▶ utility corridor requirements ▶ hydrology and floodplain considerations ▶ connection requirements and provision for future works ▶ Establish key scope details relating to overlapping scope between local and state road design elements, including: <ul style="list-style-type: none"> ▶ short stacking ▶ vehicle storage ▶ turning provisions ▶ remedial works ▶ Planning discussions to ensure scope adequately addresses: <ul style="list-style-type: none"> ▶ competing interests and constraints ▶ satisfies the needs of the community, environment and future works ▶ complies with current engineering standards ▶ safe solution for road users and communities 	<ul style="list-style-type: none"> ▶ Draft baseline scope and requirements captured within ARTC/TMR third-party agreement

Topic	Overview	Engagement details	Outcome/s
Land acquisition	Land acquisition as it relates to the compulsory acquisition process and supporting information to enable TMR to be acquiring authority	<p>Land acquisition developed in layers relating to:</p> <ul style="list-style-type: none"> ▶ Permanent acquisition for: <ul style="list-style-type: none"> ▶ rail infrastructure ▶ road infrastructure (local and state) ▶ stock routes ▶ easements ▶ Temporary acquisition for: <ul style="list-style-type: none"> ▶ construction access ▶ laydown areas ▶ storage facilities ▶ Tenure changes <ul style="list-style-type: none"> ▶ road closures and openings 	<ul style="list-style-type: none"> ▶ Information to support Project reference design, including: <ul style="list-style-type: none"> ▶ GIS layers ▶ maps ▶ design drawings ▶ survey plans ▶ registers
Traffic management	Permanent works and construction impacts to TMR road network	<ul style="list-style-type: none"> ▶ Offline construction staging preferred ▶ Staging of works to maintain suitable operation of roads 	<ul style="list-style-type: none"> ▶ Continued engagement with contractor once appointed ▶ Traffic Management Plan requirements documented.
Property access, stock routes and state forest access and revocation	Access and mitigations for private properties, stock routes and State forests	<ul style="list-style-type: none"> ▶ Major access points to state forest routes are well serviced by formed public roads, namely council roads adjacent to state-controlled roads. ▶ Junctions and intersections scoped within third-party agreements ▶ Access roads into state forest off state-controlled roads ▶ Discussion of mitigation measures and proposed public road treatments and stock routes. ▶ Design vehicles require site-specific consultation with landowner 	<ul style="list-style-type: none"> ▶ Scope determined on a case-by-case basis ▶ Basic scope documented within third-party agreement with further engagement noted.

Topic	Overview	Engagement details	Outcome/s
Traffic Impact Assessment (TIA), presented in Appendix AA	Overview of proposed methodologies to address request for additional information and TMR submission	<p>ARTC set to develop a series of memos to provide further clarification regarding methodologies specific to the following areas:</p> <ul style="list-style-type: none"> ▶ Basis of assessment ▶ Safety ▶ Capacity—intersection delays and road link: <ul style="list-style-type: none"> ▶ analyse all intersections where development traffic exceeds 5 per cent ▶ assessment of road link capacity will be based on the incremental worsening of level of service (LOS). ▶ Cumulative impacts <ul style="list-style-type: none"> ▶ ARTC will examine all construction traffic from NS2B to K2ARB for its cumulative impact assessment within the B2G construction timeframes. ▶ Pavement <ul style="list-style-type: none"> ▶ marginal cost contribution ▶ duration of impact and significant increases (>40%) and their impact on roads 	Technical memos clarifying approach to TIA assessments and fundamental assumptions.

4.2.3.4 New South Wales State Government

The Project team has engaged with relevant NSW State Government agencies to assist in gaining an understanding of the existing environment, potential impacts and potential mitigation and management measures for the southern section of the proposed B2G alignment and the adjoining North Star to Border (NS2B) Project.

Consultation with NSW State Government during the reference design stage has been ongoing with:

- ▶ Local Land Services (LLS)
- ▶ Department of Planning and Environment (DPE) formally Department of Planning, Infrastructure and Environment (DPIE)
- ▶ Environment Protection Agency (EPA)
- ▶ Emergency services
- ▶ Education institutions
- ▶ Transport for New South Wales (TfNSW).

Consultation has focused on Project updates, EIS findings, ARTC's proposed mitigations and seeking feedback to inform the EIS.

The major themes and issues identified by the NSW State Government during consultation are listed in Table E-20.

TABLE E-20: ENGAGEMENT WITH NEW SOUTH WALES STATE GOVERNMENT

Themes	Issues
Traffic/access	<ul style="list-style-type: none">▶ Impacts on private and public crossings▶ Impacts on heavy vehicle movements particularly during harvesting and planting times▶ Impacts of construction and operation on travelling stock reserves
Biodiversity	<ul style="list-style-type: none">▶ Impact on threatened flora and fauna and associated management▶ Impact assessment during current drought conditions
Noise	<ul style="list-style-type: none">▶ Impact of noise and vibration during operation▶ Impacts on NS2B Project as result of the non-resident workforce accommodation and laydown areas▶ Impacts of seven-day working roster
Flooding	<ul style="list-style-type: none">▶ Impacts of flooding on construction and operation—Goondiwindi, Boggabilla and Toomelah▶ Ensuring sufficient footprint for scour protection and flow protection
Cultural heritage	<ul style="list-style-type: none">▶ Impacts on culturally important locations to be assessed
Socio-economic/safety	<ul style="list-style-type: none">▶ Impacts on the NS2B Project as result of the non-resident workforce accommodation and laydown areas▶ Construction hours▶ Impacts on safety and the need for rail safety education—North Star School▶ Impacts on emergency services during construction
Visual amenity	<ul style="list-style-type: none">▶ Impacts of operation
Land use/properties	<ul style="list-style-type: none">▶ Impact of property severance▶ Impacts to farming operations including cattle movements, equipment movements and property severance▶ Impacts to Travelling Stock Reserves

4.3 Queensland local governments

Since the commencement of consultation, ARTC has consulted and collaborated with the TRC and GRC across a range of issues. Regular meetings and briefings were held with both councils to:

- ▶ Report progress to mayors, councillors and council officers of the Project's approvals process and development of the reference design
- ▶ Facilitate the councils' input into the development of the reference design
- ▶ Gain an understanding of the technical environmental, planning and engineering constraints in the region
- ▶ Gain an understanding of the issues and opportunities currently facing the region

- ▶ Identify the potential impact and benefits the Project will have on the region
- ▶ Seek input on ARTC's proposed mitigations for EIS impacts
- ▶ 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
- ▶ Consult on the SIA development with a particular focus on local and Indigenous participation, alignment with community initiatives, planned process for development of health and community wellbeing initiatives.

4.3.1 Toowoomba Regional Council

TRC is one of the key stakeholders critical to the success of the Project. TRC has an important role in working with ARTC to:

- ▶ Ensure the region's interests are protected and addressed to Council's satisfaction in the planning and development of Inland Rail
- ▶ Facilitate the delivery of the Project through the provision of technical assistance and advice where council assets, and community connectivity and liveability are impacted.

ARTC maintains regular, scheduled engagement with TRC at multiple levels to ensure this stakeholder has clear opportunities for input and consultation. The relationship between ARTC and the TRC is well established and constructively collaborative. A formal schedule of meetings has been consistent since 2017, as an established means to communicate updates, resolve concerns and identify development opportunities.

Engagement with TRC comprises interactions on four levels:

1. Mayor and councillor briefings, both formal and informal
2. Management working group
3. Technical working group
4. Officer level working groups focusing on key issues, including social impact, offsets, agreements, etc.

Key outcomes from consultation have included:

- ▶ Upgrade of all proposed level crossings in the TRC region from passive level crossings to active level crossing
- ▶ Changes to the local road network in Pampas and Brookstead
- ▶ Changes to the Athol School Road and Purcell Road
- ▶ Widening of road reserves to allow for upgraded infrastructure and future proofing
- ▶ Advice about engaging with communities in the TRC region, including complaints grievance procedures
- ▶ Key input into legacy planning for the region, such as telecommunications connectivity, visual amenity.

4.3.1.1 Mayor and councillors

ARTC regularly reports progress to the Toowoomba Mayor and councillors at key milestones, including:

- ▶ General Project updates
- ▶ EIS and reference design development, traffic modelling, property acquisition, sidings, land access to undertake fieldwork
- ▶ Briefing on focused areas of investigation, such as hydrology and flooding, road–rail interface design, noise, and ecology and biodiversity
- ▶ Updates on the reference design, EIS process and Project timings
- ▶ Updates on the stakeholder engagement program.

In 2023, engagement was undertaken with the Mayor and councillors to discuss the future of the Inland Rail Program and ongoing B2G Project updates.

4.3.1.2 Management working group

In 2017, ARTC established a leadership group to ensure TRC and IR have a process to escalate challenges, address complaints and resolve issues effectively. The group meets monthly, and topics of engagement are outlined in below.

Table E-21 summarises engagement supporting the development of the draft EIS (2017 to 2020).

Table E-22 summaries engagement supporting the revised draft EIS and request for additional information from the OCG (2021 to 2023).

TABLE E-21 TRC MANAGEMENT WORKING GROUP MEETINGS 2017–2020

Date	Attendees	Areas of engagement
9 November 2017	TRC ARTC	<ul style="list-style-type: none"> General Project update Consultation update Local roads data, traffic volumes, counts, growth rates Heavy vehicle permits
6 December 2017	TRC ARTC	<ul style="list-style-type: none"> General Project update Consultation update Floodplain studies on B2G Approvals timing
15 January 2018	TRC ARTC	<ul style="list-style-type: none"> General Project update Consultation update Floodplain engagement IAS submission CCCs
8 March 2018	TRC ARTC	<ul style="list-style-type: none"> General Project update Consultation update FFJV appointment Condamine River floodplain solution Level crossings
5 April 2018	TRC ARTC	<ul style="list-style-type: none"> General Project update Condamine River floodplain Solution update Open house format for consultation Noise Level crossings
7 July 2018	TRC ARTC	<ul style="list-style-type: none"> Project update Design vehicle length Flora and fauna investigations Hydrology investigations
2 August 2018	TRC ARTC	<ul style="list-style-type: none"> Project update Probity Condamine River floodplain design Project schedule
3 October 2018	TRC ARTC	<ul style="list-style-type: none"> Project update Consultation update Focused areas of investigation Road–rail design Condamine River floodplain design
1 November 2018	TRC ARTC	<ul style="list-style-type: none"> Project update Consultation update Learnings from the Toowoomba Second Range Crossing Resourcing
6 December 2018	TRC ARTC	<ul style="list-style-type: none"> General Project update Local roads (including consultation on and drawings) Flood modelling approaches
7 February 2019	TRC ARTC	<ul style="list-style-type: none"> General Project update Consultation update Third-party agreements 70% design deliverables Social impact workshops
7 March 2019	TRC ARTC	<ul style="list-style-type: none"> General Project update Consultation update Design updates Environmental engagement Construction management
4 April 2019	TRC ARTC	<ul style="list-style-type: none"> General Project update Consultation update Hydrology workshops 70% design deliverables Deed discussions EIS
2 May 2019	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Consultation update Road packages Design update EIS Hydrology Groundwater
12 June 2019	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Consultation update QR track Noise and air quality Unformed roads/private access Traffic monitoring
4 July 2019	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Consultation update Noise Unformed roads / private access 70% design comments Pampas consultation

Date	Attendees	Areas of engagement
1 August 2019	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Noise modelling results ▶ Consultation update ▶ Relationship management
5 September 2019	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Lighting impacts ▶ Consultation update
3 October 2019	TRC ARTC	<ul style="list-style-type: none"> ▶ General Project update ▶ Consultation update ▶ Noise modelling ▶ TRC input into design ▶ Mt Kent/lighting impacts ▶ Flood model ▶ Local network connectivity (Brookstead)
6 November 2019	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Community information sessions ▶ Unformed roads/private property access/drainage ▶ Flooding
5 December 2019	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update community information sessions ▶ Lessons learnt from TRC ▶ Flooding ▶ Hydrology ▶ Private crossings, driveways and unformed road ▶ EIS update ▶ Millmerran concerns re design
6 February 2020	TRC ARTC	<ul style="list-style-type: none"> ▶ General Project update ▶ CCC nominations ▶ Noise and vibration modelling ▶ Relationship management ▶ EIS update ▶ Engagement update
5 March 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Overland flow indemnity ▶ PSTR review ▶ Noise compensation ▶ Reference design updates ▶ EIS update
2 April 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Digital engagement ▶ Lighting update ▶ Traffic presentation ▶ New councillor briefing ▶ Engagement update
7 May 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Engagement update ▶ EIS update ▶ Mt Kent Observatory lighting concerns ▶ COVID challenges
4 June 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Road reserve access process ▶ EIS submission timing ▶ Relationship development ▶ Geotechnical investigation ▶ Engagement update ▶ Route review
2 July 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Senate enquiry ▶ Cecil Plains route review ▶ EIS timing ▶ Design drawings ▶ Engagement update
6 August 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update
3 September 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Engagement update ▶ EIS resubmission ▶ Upcoming investigations ▶ Design updates
8 October 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Engagement update ▶ EIS update ▶ Flood panel engagement ▶ Procurement process
6 November 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Engagement update ▶ EIS update ▶ Flood panel engagement ▶ Senate enquiry
16 December 2020	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Brookstead design feedback ▶ TMR update ▶ Engagement update ▶ EIS update

TABLE E-22 TRC MANAGEMENT WORKING GROUP MEETINGS 2021 - 2022

Date	Attendees	Areas of engagement	
4 February 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update TMR formally confirmed as the Queensland acquiring authority 	<ul style="list-style-type: none"> Organisational structure EIS update and briefing Community engagement update
4 March 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Refinement of the Land Acquisition Boundary Value engineering looking at vertical alignment 	<ul style="list-style-type: none"> Tender reviews are now complete Third-party agreement Engagement update Draft flood panel report
6 May 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update EIS submission closure Procurement update 	<ul style="list-style-type: none"> Third-party agreement Flood panel report Engagement update
3 June 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Northern package of works update EIS submission overview Housing/resourcing challenges 	<ul style="list-style-type: none"> TRC submission Property acquisition Field surveys Engagement update
1 July 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update EIS update TMR meetings 	<ul style="list-style-type: none"> Flood panel update Engagement update Land access push
5 August 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update EIS and response to submissions Flood panel technical notes 	<ul style="list-style-type: none"> Social services Engagement update Pampas design changes
2 September 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Engagement update 	<ul style="list-style-type: none"> EIS update Third-party agreement
7 October 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Construction accommodation concerns 	<ul style="list-style-type: none"> Engagement update Land acquisition process and one-on-one engagement with landowners with TMR
4 November 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update EIS response to submission process d 	<ul style="list-style-type: none"> Third-party agreement discussions EIS process Flood panel update Land access Relationship discussion
16 December 2021	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Progression of additional information 	<ul style="list-style-type: none"> Closing out geotechnical requirements Engagement update Third-party agreement
3 February 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Team updates EIS update EIS lapse date extension 	<ul style="list-style-type: none"> Update road–rail interface position papers Engagement update
3 March 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update EIS and additional information update Additional investigations for EIS (e.g. traffic counts) 	<ul style="list-style-type: none"> Independent verifier discussion Third-party agreement Community engagement update
7 April 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> General Project update Community wellbeing plans 	<ul style="list-style-type: none"> Engagement update Third-party agreement Landowner TMR acquisition meetings Housing concerns

Date	Attendees	Areas of engagement	
5 May 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Road–rail interface briefing to full council 	<ul style="list-style-type: none"> ▶ EIS and additional information update ▶ Koala consultation ▶ Engagement update ▶ Land access
2 June 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Updated EIS chapters ▶ Active Transport Users Group 	<ul style="list-style-type: none"> ▶ Vertical alignment ▶ Engagement update ▶ Common area position paper ▶ ARTC complaints process
7 July 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Presentation to full council ▶ Brookstead road–rail interface ▶ Impacted parcel report ▶ Upcoming geotech 	<ul style="list-style-type: none"> ▶ Development stages and package deliverables ▶ Third-party agreement ▶ Engagement update ▶ EIS update
4 August 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ Position papers for interfaces in development 	<ul style="list-style-type: none"> ▶ N2 package extension ▶ EIS update ▶ Engagement update ▶ Packaging strategy review
1 September 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters 	<ul style="list-style-type: none"> ▶ Rail corridor program ▶ Permits, approvals and site activities ▶ Engagement update
6 October 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) 	<ul style="list-style-type: none"> ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update
3 November 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) 	<ul style="list-style-type: none"> ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update ▶ Flood Panel update ▶ Social Performance update
1 December 2022	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) 	<ul style="list-style-type: none"> ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update
2 February 2023	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) 	<ul style="list-style-type: none"> ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update
2 March 2023	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) 	<ul style="list-style-type: none"> ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update
6 April 2023	TRC ARTC	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) 	<ul style="list-style-type: none"> ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update

Date	Attendees	Areas of engagement
4 May 2023	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update
1 June 2023	TRC ARTC DITCRD	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update
6 July 2023	TRC ARTC	<ul style="list-style-type: none"> ▶ General Project update ▶ EIS update ▶ Technical update ▶ Land and property matters ▶ Interface Agreement (MIRDA) ▶ Procurement and contracting update ▶ Permits, approvals and site activities ▶ Engagement update ▶ Offsets update

ARTC also engaged with TRC in August 2022 to better understand and collaborate on the grievance procedure for complaints management. Through this engagement, ARTC shared the Project's complaints management process, and gained an understanding of TRC's complaints process, so community complaints about the Project during construction and operation can be escalated to ARTC in a timely manner. This engagement was accompanied by a fact sheet about how ARTC managed community complaints, which has been made available to TRC and on ARTC's website.

4.3.1.3 Technical working groups

Fortnightly meetings to discuss technical elements of the Project were established with TRC in August 2018. In November 2020, fortnightly land meetings also commenced. These meetings provide a mechanism for Project-level personnel to discuss and coordinate technical matters and interfaces at all road–rail and land acquisition boundaries. These meetings will be ongoing throughout the Project.

Meetings are held to discuss a third-party agreement between TRC and ARTC as part of the Project's primary approvals pathway. Additionally, the Northern Program Project Update meetings, held monthly, provide a general Project update, including matters that fall outside the scope of the technical, land, or third-party agreement meetings.

Joint meetings were held with TRC and TMR officers to discuss potential design solutions for road–rail interfaces (27 June 2018, 11 July 2018, 25 July 2018, 19 September 2018, 10 October 2018 and 7 November 2018) and to discuss the scope and requirements for B2G, including within the Brookstead and Pampas townships, where both state-controlled and local roads interface (4 August 2020, 18 August 2020 and 8 September 2020).

4.3.1.4 TRC social impact engagement

ARTC meets quarterly with TRC to discuss matters relevant to the SIA and consider feedback on community concerns. Consultation outcomes are detailed in Chapter 17: Social, Section 17.4.8.3. Engagement conducted to inform the revised draft SIA (2021-2022) is outlined in Table E-23.

TABLE E-23: TRC SOCIAL IMPACT ENGAGEMENT POST-DRAFT SIA PREPARATION

Date	Attendees	Purpose
12 Feb 2021	Council staff	<ul style="list-style-type: none"> ▶ Briefing to Council on B2G SIA ▶ Council's feedback on Council engagement commitments ▶ Acknowledgement of Council feedback on concern regarding housing/accommodation shortages and labour draw ▶ Confirmation Council's previous Community Wellbeing suggestions are still relevant ▶ General update on ARTC Social Performance Program ▶ Future engagement schedule—quarterly basis
10 May 2021	Council staff	<ul style="list-style-type: none"> ▶ General update to Council regarding ARTC Social Performance Program progress

Date	Attendees	Purpose
18 Aug 2021	Council staff	<ul style="list-style-type: none"> ▶ Briefing to Council regarding B2G and G2H SIAs (additional attendees vs February meeting), encouraging Council's input on the SIAs for the Projects ▶ Acknowledgement of Council's feedback on various matters, including concern regarding housing and accommodation shortages and skilled labour draw ▶ Council recommendations on community engagement
7 Sep 2021	Councillors and staff	<ul style="list-style-type: none"> ▶ Presentation to Mayor and Council chamber regarding SIA ▶ Council desire for non-resident workforce accommodation for the G2H Project
22 Nov 2021	Council staff	<ul style="list-style-type: none"> ▶ General update to Council regarding ARTC Social Performance Program, including discussion of opportunities for collaboration and participation in relevant initiatives by Council and/or local community members.
16 February 2022	Council staff	<ul style="list-style-type: none"> ▶ Update on social performance initiatives ▶ Demonstration of Living in Place survey and invitation for Council to partner in the Project ▶ Confirmation of ongoing consultation with Council in developing the AMP
2 March 2022	Council staff	<ul style="list-style-type: none"> ▶ Demonstration of Living in Place survey
29 March 2022	Council staff	<ul style="list-style-type: none"> ▶ Discussion of social performance program and potential social investment opportunities
9 May 2022	Council staff	<ul style="list-style-type: none"> ▶ Discussion of social performance program, and housing/accommodation issues
13 June 2022	Council staff	<ul style="list-style-type: none"> ▶ Living in Place survey insights workshop
21 July 2022	Council staff	<ul style="list-style-type: none"> ▶ Review and discussion regarding the Living in Place report and data ▶ Social Performance program update
2 Jan 2023	Council staff	<ul style="list-style-type: none"> ▶ Confirmation of forward plan regarding engagement between the Social Performance Team and TRC Council ▶ Overview of council's current priorities related to the Social Performance portfolio ▶ Discussion and planning for development of community Wellbeing initiatives
January 2023–December 2023	Councillors and staff	<ul style="list-style-type: none"> ▶ Regular monthly project updates and technical working groups on specific issues relating to design, level crossings, and non-resident workforce accommodation ▶ Table E-22.

4.3.1.5 TRC officer-level meetings

Since January 2021, ARTC and TRC officers have held regular, scheduled meetings to discuss a range of technical design issues including social and economic impacts, skills and training, biodiversity and offset opportunities, community engagement activities, and other matters.

4.3.1.6 TRC EIS forum

On 3 September 2019, a forum was conducted with TRC to discuss the draft EIS, with 15 attendees present. The issues and Project responses are outlined in Table E-24.

TABLE E-24: TRC EIS FORUM—SEPTEMBER 2019

Issue raised	Project response
Constructability—height of rail	<ul style="list-style-type: none"> ▶ Height variations ▶ Gradient 1 in 80, maximum
Constructability—construction water requirements	<ul style="list-style-type: none"> ▶ Water demand is based on the proposed construction activities and addressed in the Project description chapter of the EIS
Constructability—construction period	<ul style="list-style-type: none"> ▶ 2024 to 2028 (estimate)
Constructability—contractor arrangements	<ul style="list-style-type: none"> ▶ Procurement strategy for the engagement of construction contractor to be prepared
Hydrology and surface water—potential impacts	<ul style="list-style-type: none"> ▶ Impacts summary in the Hydrology and Flooding Technical Report of the EIS: <ul style="list-style-type: none"> ▶ Gowrie Creek ▶ Westbrook Creek ▶ Condamine River ▶ Nicol Creek ▶ Bringalily Creek ▶ Native Dog Creek ▶ Cattle Creek ▶ Pariagara Creek ▶ Macintyre Brook ▶ Macintyre River

Issue raised	Project response
Hydrology and surface water—accuracy of hydrology model	▶ ARTC/FFJV engaged with potentially affected landowners to undertake an independent verification of the model from landowner records. Feedback has generally been positive.
Hydrology and surface water—catchment verification	▶ LiDAR survey undertaken to verify catchments
Hydrology and surface water—consideration of climate change	▶ Separate afflux mapping included to identify modelled impacts from 12% climate change
Hydrology and surface water—Project elements assessed	▶ Inclusion of proposed rail alignment, road reconfigurations and associated drainage structures (developed case)
Hydrology and surface water—events modelled	▶ Simulation of ARR 2016 design events for the Existing Case (20%, 10%, 5%, 2%, 1%, 1 in 2,000, 1 in 10,000 AEP and Probable Maximum Flood (PMF) events)
Hydrology and surface water—mitigation	▶ Managed risks to avoid potential bottlenecks. Attenuation flows assessed to identify potential impact of the proposal on Yelarbon levee
Hydrology and surface water—construction water sourcing	<ul style="list-style-type: none"> ▶ Potential water sources include: <ul style="list-style-type: none"> ▶ public surface water storages, i.e. dams and weirs ▶ permanently (perennial) flowing watercourses ▶ privately held water storages, i.e. dams, dams or ring tanks, under private agreement ▶ use of existing sustainable allocated water entitlements/existing registered and licensed bores (under agreement) ▶ mains water—due to water quality requirements, water for concrete batching will be sourced from local mains supply. ▶ Assessment of the suitability of each source will be based on: <ul style="list-style-type: none"> ▶ legal access ▶ volumetric requirement for the activity and source availability ▶ water quality requirement for the activity ▶ source location relative to the location of demand.
Groundwater—management of seepage	▶ Aquifer dewatering/seepage at deep cuts managed in accordance with legislative requirements and/or engineering design (e.g. drainage blankets)
Groundwater—sourcing	▶ Negotiation for use. Seeking to use existing sustainable allocated water entitlements.
Groundwater—impacts on existing bores	▶ The groundwater assessment has identified 30 registered bores within the construction footprint.
Groundwater—impact assessment area	▶ 1 km from centreline on either side of the proposed rail corridor
LVIA—assessment area	▶ 10 km on either side of the proposed rail corridor targeting surrounding elevated areas
LVIA—Yelarbon	▶ Addressed introduction of infrastructure on the character of Yelarbon
LVIA—Brookstead Visualisation	<ul style="list-style-type: none"> ▶ EIS to address: <ul style="list-style-type: none"> ▶ design and textural structural solutions for embankment ▶ entrance to Brookstead ▶ functionality of structure vs visual amenity ▶ opportunities for treatments (maintenance and treatments) ▶ amended traffic data.
LVIA—Gowrie Mountain	▶ Visualisation based on 1.8 km train
LVIA—Pittsworth	▶ Alignment traverses the outskirts of Pittsworth to avoid potential amenity impacts that would have resulted from upgrade to current alignment. Section of the proposed alignment in cut and partially screened from view of Pittsworth residents.
Non-Indigenous Cultural heritage	▶ Protest art at Yandilla recognised as ‘place of State heritage value’.
Cumulative impacts—social services	▶ Minimal potential impacts on most services during construction because non-resident workforce accommodation will be self-sufficient. Existing health facilities will not have adequate facilities to respond to serious cases. Ongoing consultation with emergency services, i.e. QAS, QFES, SES, and hospitals through Queensland Health.
Cumulative impacts—G2H and NS2B Interfaces	▶ Hard assessment area boundary for operational railway noise assessment

Issue raised	Project response
Cumulative impacts—traffic and transport	▶ The EIS identifies projects in the region that share competing timeframes for Traffic Impact Assessment
Cumulative impacts—Inland Rail projects	▶ Project scheduling and resource sharing
Air quality—addressing seasonal variations	▶ Assessment adopted a conservative approach modelling maximum 24-hr limits

4.3.2 Goondiwindi Regional Council

GRC is another key stakeholder that is critical to the success of the Project. Through extensive consultation with GRC, the Project team have managed to address many of Council's concerns, particularly relating to hydrology and flooding, since the public notification of the draft B2G EIS.

The major themes and issues as identified by the GRC relating to the southern alignment selection during consultation are presented in Table E-25.

TABLE E-25 KEY AREAS OF CONSULTATION WITH GRC

Issue	Issue description	Consultation outcomes
Hydrology and flooding	<ul style="list-style-type: none"> ▶ Impacts of flooding on construction and operation—Goondiwindi and Toomelah ▶ Concerns around the OEH hydrology model and data used to develop the Macintyre flood model ▶ Impacts of proposal on waterflow paths, velocities and afflux levels ▶ Impact of proposal on in-flows to irrigators ▶ Impacts of the proposed alignment on neighbouring properties 	<ul style="list-style-type: none"> ▶ ARTC facilitated regular technical hydrology working group meetings with representation from the 3 LGAs, local flood specialist, DITRDC, TfNSW and impacted landowners and community members. Six working group meetings in total ▶ ARTC facilitated an independent review of the Macintyre River Flood Model in collaboration with GRC which was completed by Dr Sharmil Marker. ▶ ARTC updated the model in line with the Australian Rainfall and Runoff Guiding Principles 2019 ▶ ARTC developed animations to demonstrate the rise and fall of the flood event ▶ ARTC provided GRC with some flooding advice during the recent flood events ▶ GRC is comfortable the Macintyre River flood model is fit for purpose ▶ Independent Panel of International Experts review completed
Socio-economic	<ul style="list-style-type: none"> ▶ Impact on social impact and economic opportunities to the Goondiwindi region 	<ul style="list-style-type: none"> ▶ Impact on housing and accommodation ▶ Impact and opportunities for local businesses ▶ Proposed non-resident workforce accommodation facilities and impact on infrastructure, including sewerage, issues with recreation activities for non-resident workforce, facility access to drinking water and healthcare providers ▶ Labour draw and opportunities for skills development, including IRSA ▶ Local business impacts and opportunities ▶ Project impacts on local tourism industry and accommodation providers ▶ Living in Place community survey
Traffic & transport	<ul style="list-style-type: none"> ▶ Design vehicles for the level crossings ▶ Stacking distances where the rail line runs parallel to adjacent public roads 	<ul style="list-style-type: none"> ▶ Commitment to design road–rail interfaces to future-proof road network in the region ▶ ARTC has future-proofed the majority of GRC's public level crossing to allow stacking distances for 42 m road trains ▶ ARTC will continue to liaise with GRC regarding network connectivity and legal access with regards to impacted properties
Road–rail interfaces	<ul style="list-style-type: none"> ▶ Request for Kildonan Road to be grade-separated 	<ul style="list-style-type: none"> ▶ ARTC and GRC recognise that grade separation at this location is not part of the current IR scope.

Issue	Issue description	Consultation outcomes
		<ul style="list-style-type: none"> Following safety, traffic and engineering assessments, informed by data provided by GRC, the proposed control for Kildonan Road is flashing lights and boom barriers. This is the highest form of control in the Australian Level Crossing Standard.
Wild dog check fence	<ul style="list-style-type: none"> The Project alignment is in close proximity to the wild dog check fence near Millmerran-Inglewood Road. ARTC has engaged with TMR, DES, DAF and GRC about impact of the Project on the existing wild dog check fence. GRC manages the wild dog check fence within the Goondiwindi local government area and is liaising with landowners about a potential realignment of the fence. 	<ul style="list-style-type: none"> ARTC will collaborate with GRC in relation to any amendment to the <i>Biosecurity Act 2014</i> (Qld), administered by DAF. Detailed design of ARTC's nominated fencing solution for reinstatement of the fence will be submitted to GRC for acceptance prior to pre-construction works starting.
Complaints grievance process	<ul style="list-style-type: none"> Ongoing community engagement throughout construction and operation of the Project with communities in the GRC region will require ARTC to work with GRC to address community complaints or concerns that arise. 	<ul style="list-style-type: none"> A fact sheet about how ARTC manages community complaints is available on the website and shared with GRC Engagement with GRC to advise them of ARTC's complaints management process Ensure ARTC fully understands GRC's complaints process, so community complaints about Project during construction and operation can be escalated to ARTC.

Technical meetings with GRC officers and elected representatives were held as shown in Table E-26.

TABLE E-26: GRC TECHNICAL MEETINGS

Details	Purpose	Attendees	Areas of engagement
13 November 2017 Inglewood	Project update and technical information gathering	1 GRC ARTC	<ul style="list-style-type: none"> Introductions Project overview GRC technical standards
9 May 2018 Goondiwindi	Project update and technical information gathering	1 GRC ARTC	<ul style="list-style-type: none"> Project update Traffic counts Future works and developments Utilities Yelarbon and Inglewood communities Road and bridge standards Asset ownership for roads Road closure/consolidation process
July 2018 Goondiwindi	Project update	2 GRC ARTC	<ul style="list-style-type: none"> Project update Hydrology Alignment through Whetstone area Engagement program
1 August 2018 Inglewood	Road–rail interfaces	2 GRC ARTC	<ul style="list-style-type: none"> Project update Local roads Property impacts Cunningham Highway, Yelarbon realignment Flooding
22 August 2018 Goondiwindi	Councillor briefing—forestry options	7 GRC ARTC	<ul style="list-style-type: none"> Costing of alternative alignment through forestry
September 2018 Inglewood	Design workshop—Yelarbon	5 GRC ARTC	<ul style="list-style-type: none"> Cunningham Highway, Yelarbon realignment Local road interface Business impacts Property impacts Engagement program

Details	Purpose	Attendees	Areas of engagement
12 September 2018 Goondiwindi (alignment presentation)	Councillor briefing—forestry options	7 GRC ARTC	<ul style="list-style-type: none"> ▶ Alignment through Whetstone area ▶ Engagement program
17 October 2018 Goondiwindi	GRC design standards	2 GRC ARTC	<ul style="list-style-type: none"> ▶ GRC road design technical standards ▶ Cunningham Highway, Yelarbon
20 November 2018 Goondiwindi	Project update	2 GRC ARTC	<ul style="list-style-type: none"> ▶ Focused area of investigation ▶ Property impacts
March 2019 Goondiwindi	SIA information gathering	3 GRC ARTC	<ul style="list-style-type: none"> ▶ Social impacts ▶ Non-resident workforce accommodation ▶ Healthcare ▶ Education
27 March 2019 Goondiwindi (alignment presentation)	Councillor briefing—70% design	9 GRC ARTC	<ul style="list-style-type: none"> ▶ Millmerran Inglewood Road ▶ Property impacts ▶ Consultation process ▶ Alignment ▶ Flooding ▶ Yelarbon roads ▶ Noise
21 May 2019 Goondiwindi	Traffic Impact Assessment and constructability	3 GRC ARTC	<ul style="list-style-type: none"> ▶ Traffic impact on state and local roads ▶ Constructability ▶ Material supply ▶ Project timeframes ▶ Noise ▶ Engagement program
30 October 2019 Goondiwindi	Project reference design and EIS	5 GRC ARTC	<ul style="list-style-type: none"> ▶ Alignment ▶ Millmerran Inglewood Road ▶ Project timeframes ▶ Engagement program ▶ Local roads ▶ Yelarbon ▶ Flooding ▶ Property impacts
5 February 2020 (DNRME joint meeting)	Rail/stock routes interfaces	1 GRC 1 DNRME 2 ARTC	<ul style="list-style-type: none"> ▶ Designs for proposed stock route crossing points and stock route realignments ▶ Administrative process for realigning a stock route
3 March 2020 Goondiwindi	Level Crossings briefing	7 GRC 7 ARTC	<ul style="list-style-type: none"> ▶ Level crossings
27 May 2020 Online	Project update—monthly update	2 GRC 3 ARTC	<ul style="list-style-type: none"> ▶ Standard meeting agenda ▶ Social impacts, including business capability, skills and training, and local employment
7 July 2020 Online	Road–rail Interfaces in the Goondiwindi Regional Area	2 GRC 8 ARTC	<ul style="list-style-type: none"> ▶ Level crossing policy ▶ Kildonan Road
23 July 2020 Brisbane	Macintyre River flood model review	5 GRC 4 ARTC 3 externals	<ul style="list-style-type: none"> ▶ Approach to Macintyre River flood model development ▶ Data provision on model ▶ Independent reviews ▶ Timeline
3 August 2020 Online	GRC land tenure impacts introductory meeting	1 GRC 6 ARTC 2 Externals	<ul style="list-style-type: none"> ▶ Council-controlled land and acquisition requirements
6 August 2020 Online	Discussing Kildonan Road	2 GRC 5 ARTC	<ul style="list-style-type: none"> ▶ Kildonan Road design

Details	Purpose	Attendees	Areas of engagement
12 August 2020 Goondiwindi	Addressing questions from stakeholders	3 GRC 2 ARTC Various externals	▶ Addressing questions from stakeholders
1 September 2020 Online	Interface and requirements between the state roads and council roads in Goondiwindi	2 GRC 3 ARTC 3 TMR	▶ Reviewing the interface and requirements between the state roads and council roads in Goondiwindi
27 October 2020 Goondiwindi	Briefing on Yelarbon issues	5 ARTC Councillors	▶ Full Council briefing on the Yelarbon township, including: ▶ park area ▶ road changes ▶ access to the dump ▶ footbridge/underpass
24 November 2020 Online	Project update—monthly update	2 ARTC 3 GRC	▶ Standard meeting agenda
23 February 2021 Online	Project update—monthly update	2 GRC 2 ARTC	▶ Standard meeting agenda
30 March 2021 Online	Project update—monthly update	2 GRC 2 ARTC	▶ Standard meeting agenda
27 April 2021 Online	Project update—monthly update	2 GRC 2 ARTC	▶ Standard meeting agenda
2 June 2021 Goondiwindi	Senior leadership discuss the third-party agreement	6 GRC 6 ARTC	▶ Kildonan Road and the third-party agreement ▶ Contamination
23 November 2021 Online	Project update—monthly update	2 GRC 2 GRC	▶ Standard meeting agenda
25 January 2022 Online	Project update—monthly update	2 GRC 1 ARTC	▶ Standard meeting agenda
23 February 2022 Goondiwindi	Whetstone MDC – GRC Councillors and Technical Staff	8 GRC 2 ARTC	▶ Present the Whetstone facility consultation update and seek endorsement for a GRC approval pathway
6 April 2022 Online	Technical Working Group and commitments	3 GRC 5 ARTC	▶ Introduce new staff and discuss legacy opportunities
12 April 2022 Online	Technical Working Group	3 GRC 3 ARTC	▶ Discuss the third-party agreement and level crossings
10 May 2022 Online	Technical Working Group	3 GRC 5 ARTC	▶ General updates and level crossing discussion
31 May 2022	Project update—monthly meeting	3 GRC 6 ARTC	▶ Level crossings and design vehicles
9 June 2022	Project update—monthly meeting	3 GRC 5 ARTC	▶ Standard meeting agenda
5 July 2022	Project update—monthly meeting	2 GRC 9 ARTC	▶ Standard meeting agenda
2 August 2022	Project update—monthly update and presentation	5 GRC 10 ARTC	▶ Martinus Presentation ▶ General meeting agenda
8 August 2022	Technical Working Group	4 GRC 3 ARTC	▶ Yelarbon levee design
16 August 2022	Technical Working Group	4 GRC 9 ARTC 1 External	▶ Dingo Proof Fence

Details	Purpose	Attendees	Areas of engagement
6 September 2022	Project update—monthly meeting	4 GRC 10 ARTC	▶ Standard meeting agenda
23 August 2022	Social Performance	1 GRC 3 ARTC 2 LORQ	▶ Accommodation
4 October 2022	Technical Working Group	4 GRC 6 ARTC	▶ Yelarbon Levee ▶ Level crossings ▶ Impacted parcels report
25 October 2022	Project update—monthly meeting	4 GRC 9 ARTC	▶ Standard meeting agenda
22 November 2022	Project update—monthly meeting	3 GRC 6 ARTC 2 LORQ 1 DITRDC	▶ Standard meeting agenda
30 November 2022	Technical Working Group	3 GRC 6 ARTC	▶ Dingo proof fence
5 December 2022	Technical Working Group	6 GRC 3 ARTC 3 LORQ 2 LEAPP	▶ Accommodation Camp ▶ Council Agreement ▶ Whetstone Facility ▶ Yelarbon Levee ▶ QR
25 January 2023	Technical Working Group	7 GRC 5 ARTC 4 LORQ 2 External	▶ Worker's accommodation
7 February 2023	Project update—monthly meeting	3 GRC 8 ARTC	▶ Standard meeting agenda
7 March 2023	Project update—monthly meeting	3 GRC 5 ARTC 1 LORQ	▶ Standard meeting agenda
7 March 2023	Technical Working Group	3 GRC 6 ARTC 1 TMR	▶ Impacted Parcel Report
20 March 2023	Technical Working Group	3 GRC 3 ARTC	▶ Eukabilla Road discussion
4 April 2023	Technical Working Group	2 GRC 8 ARTC	▶ Standard meeting agenda
27 April 2023	Technical Working Group	3 GRC 3 ARTC	▶ Council agreement ▶ Railroad interface
9 May 2023	Technical Working Group	4 GRC 9 ARTC	▶ Dingo proof fence ▶ Whetstone facility
4 July 2023	Technical Working Group	3 GRC 8 ARTC	▶ Standard meeting agenda
1 August 2023	Technical Working Group	2 GRC 7 ARTC	▶ Standard meeting agenda
3 October 2023	Technical Working Group	3 GRC 5 ARTC	▶ Standard meeting agenda
7 November 2023	Technical Working Group	3 GRC 6 ARTC	▶ Standard meeting agenda
20 November 2023	Technical Working Group	3 GRC 5 ARTC	▶ Design and land acquisition and

Details	Purpose	Attendees	Areas of engagement
November 2023 – October 2024	Technical Working Group	Up to 10	<ul style="list-style-type: none"> ▶ Project update ▶ EIS update ▶ Property update ▶ Land acquisition ▶ Field investigations ▶ Engagement activity update

GRC Social impact engagement

ARTC also meets with GRC regularly to discuss outcomes for the SIA and consider feedback on community concerns. Consultation outcomes are detailed throughout Appendix X: Social Impact Assessment. Engagement conducted to inform the revised draft SIA is outlined in Table E-27.

TABLE E-27: GRC SOCIAL IMPACT ENGAGEMENT 2021-2023

Date	Attendees	Purpose
10 March 2021	Councillors and staff	<ul style="list-style-type: none"> ▶ Briefing to Council on B2G SIA ▶ Seeking Council's feedback on Council engagement commitments ▶ Acknowledgement of Council's feedback on matters housing/accommodation shortages and labour draw ▶ Discussion of legacy items
17 May 2021	Mayor and staff, local businesses,	<ul style="list-style-type: none"> ▶ Discussion with Council and business community to discuss legacy workforce accommodation opportunities ▶ Acknowledgement of feedback on matters including housing/accommodation ▶ Council feedback on accommodation facilities including potential legacy value
9 September 2021	Council staff	<ul style="list-style-type: none"> ▶ Refresher briefing regarding B2G SIA and SIMP, and general discussion ▶ Acknowledgement of Council's feedback on matters, including interest in supply opportunities and labour draw ▶ Confirmation GRC is still comfortable with ad-hoc/as-needed meetings and does not desire a regularly scheduled
25 February 2022	Council staff	<ul style="list-style-type: none"> ▶ Update on social performance initiatives ▶ Demonstration of Living in Place survey and invitation for Council to partner in the Project ▶ Confirmation of ongoing consultation with Council in developing the AMP
14 June 2022	Council staff	<ul style="list-style-type: none"> ▶ Impact of Project on local housing and accommodation and management measures and opportunities
22 June 2022	Council staff	<ul style="list-style-type: none"> ▶ Living in Place survey insights workshop
July 2022–December 2023	Councillors and staff	<ul style="list-style-type: none"> ▶ Regular monthly project updates and technical working groups on specific issues relating to design, level crossings, and non-resident workforce accommodation. See Table E-26.

4.4 New South Wales local governments

As the B2G Project intersects on the Queensland border with the NS2B section of Inland Rail, consultation with Gwydir Shire Council (GSC) and Moree Plains Shire Council (MPSC) has been undertaken to support the draft EIS, particularly focusing on the Macintyre River floodplain model development, and has delivered a plan to capture the central package of construction work for the Inland Rail Program.

Engagement with GSC and MPSC since July 2018 has comprised 42 meetings, 25 phone calls and 195 emails to provide updates on the Project and seek feedback on the draft EIS and reference design as it relates to the central package of construction work.

The major themes and issues as identified by the councils during consultation are presented in Table E-28.

Table E-29 and Table E-30 outline the details of meetings held with MPSC and GSC.

TABLE E-28 NSW LOCAL GOVERNMENT ENGAGEMENT

Theme	Issue description
Traffic/access	<ul style="list-style-type: none"> ▶ Impacts on private and public crossings ▶ Impacts on heavy vehicle movements particularly during harvesting and planting times ▶ Consideration of pedestrian safety at crossings—NS2B Project ▶ Impact on local roads during construction ▶ Impact on local roads as a result of the non-resident workforce accommodation ▶ Design criteria ▶ Road classification ▶ Traffic count ▶ Traffic Impact Assessment ▶ Alignment through Eastern route ▶ Oakhurst Road upgrade ▶ Impact on emergency services
Socio-economic	<ul style="list-style-type: none"> ▶ Concerns for anti-social behaviour during construction and operation ▶ Impact on water supply due to construction requirements and prolonged drought ▶ Impact of overcapitalisation and potential negative impact on businesses post construction ▶ Impacts on emergency services during construction ▶ Impacts on local skilled workforce ▶ Concern legacy opportunities may be missed ▶ Impact on utilities during construction—non-resident workforce accommodation ▶ Economic benefit ▶ Amenity impacts to residential receivers near the proposal ▶ Impacts on safety and the need for rail safety education—North Star School ▶ Concerns primary contractor may not remunerate local subcontractors ▶ Impacts of the non-resident workforce accommodation—safety
Biodiversity	<ul style="list-style-type: none"> ▶ Impact of weeds and management strategies to prevent spread to neighbouring agricultural properties ▶ Impact on threatened flora and fauna and associated management ▶ Impact of biodiversity offsets
Noise	<ul style="list-style-type: none"> ▶ Impact of construction ▶ Construction hours
Waste disposal	<ul style="list-style-type: none"> ▶ Impact of construction on waste facilities
Flooding and hydrology	<ul style="list-style-type: none"> ▶ Geotechnical and hydrology issues ▶ Route alignment ▶ Flood modelling for Macintyre River floodplain ▶ Hydrology design process ▶ Hydrology model development
Third-party agreement	<ul style="list-style-type: none"> ▶ Planning and execution of third-party agreements
Community consultation	<ul style="list-style-type: none"> ▶ Planned and future engagement ▶ SIA engagement

TABLE E-29 MPSC MEETINGS

Details	Purpose	Attendees	Key issues
14 August 2018	Hydrology briefing	MPSC GRC FFJV ARTC	<ul style="list-style-type: none"> ▶ Hydrology ▶ Flood modelling
19 October 2018	Social Impact Assessment information gathering	MPSC ARTC	<ul style="list-style-type: none"> ▶ Emergency services ▶ Social impact
30 October 2018	Project update	MPSC ARTC	<ul style="list-style-type: none"> ▶ Level crossing interface ▶ Design criteria ▶ Service road interface
20 February 2019	Third-party agreements	MPSC ARTC	<ul style="list-style-type: none"> ▶ Third-party agreement planning
30 April 2019	Community engagement	MPSC TRC ARTC	<ul style="list-style-type: none"> ▶ Future consultation ▶ Mitigation
27 June 2019	SIA feedback	MPSC ARTC	<ul style="list-style-type: none"> ▶ SIA ▶ Noise ▶ Waste ▶ Non-resident workforce accommodation ▶ Seven-day working roster ▶ Construction footprint ▶ EIS development
6 February 2020	Hydrology	MPSC GRC Landowners ARTC	<ul style="list-style-type: none"> ▶ Macintyre River floodplain model ▶ Alignment selection
4 March 2020	Level crossing interface update	MPSC ARTC	<ul style="list-style-type: none"> ▶ Level crossing treatment
12 August 2020	PSR update	MPSC ARTC	<ul style="list-style-type: none"> ▶ Level crossings ▶ Hydrology ▶ Traffic Impact Statement ▶ Future meetings ▶ EIS update
12 August 2020	Hydrology presentation (52 questions)	MPSC GRC Landowners ARTC	<ul style="list-style-type: none"> ▶ Hydrology design process ▶ Hydrology model development ▶ EIS
26 August 2020	PSR Preparation	MPSC ARTC	<ul style="list-style-type: none"> ▶ Road–rail interface
1 October 2020	Technical requirements	MPSC ARTC	<ul style="list-style-type: none"> ▶ Oversize and heavy vehicle routes ▶ Minimal vertical clearance ▶ Oakhurst Road upgrade
13 September 2021	Project update	MPSC ARTC	<ul style="list-style-type: none"> ▶ Property acquisition ▶ EIS ▶ Hydrology ▶
25 October 2021	Project update	MPSC ARTC	<ul style="list-style-type: none"> ▶ Temporary occupation ▶ Permanent acquisition ▶ Future meetings
17 March 2022	Project update	MPSC ARTC	<ul style="list-style-type: none"> ▶ Introduction to contractor ▶ Project updates
5 April 2022	Project update	MPSC ARTC	<ul style="list-style-type: none"> ▶ Native Title Strategy

Details	Purpose	Attendees	Key issues
3 May 2022	Project update	MPSC ARTC	▶ Project updates
8 June 2022	Project update	MPSC ARTC LORQ	▶ Design changes
6 July 2022	Project update	MPSC ARTC LORQ	▶ Property update ▶ Interface agreement ▶ Engagement activities in Boggabilla
3 August 2022	Project update	MPSC ARTC LORQ	▶ Property updates ▶ Design discussions ▶ Rail Corridor program
5 October 2022	Project update	MPSC ARTC LORQ	▶ Ancillary works ▶ Social performance
2 November 2022	Project update	MPSC ARTC LORQ	▶ Moree flood ▶ Project updates ▶ Native Title Strategy ▶ First Nations Engagement
23 November 2022	Project update	MPSC ARTC LORQ	▶ Survey discussions ▶ Interface agreement discussions ▶ First Nations Engagement
25 January 2023	Project update	MPSC ARTC LORQ	▶ Construction planning ▶ First Nations Engagement ▶ Special Activation Precinct
22 February 2023	Project update	MPSC ARTC LORQ	▶ Construction planning
1 March 2023	Interface Agreement	MPSC ARTC	▶ Interface agreement
29 March 2023	Project update	MPSC ARTC LORQ	▶ Project updates ▶ First Nations Memorials ▶ Upcoming engagement
5 April 2023	Design	MPSC ARTC	▶ Bruxner way improvements
17 April 2023	Construction	MPSC ARTC LORQ	▶ Camp discussions
26 April 2023	Project update	MPSC ARTC	▶ Inland Rail Review ▶ Engagement with Local Land Services ▶ Project updates
11 May 2023	Emergency planning	MPSC ARTC	▶ Emergency access route
28 June 2023	Project update	MPSC ARTC	▶ Regular Project update
5 July 2023	Project update	MPSC ARTC	▶ Regular Project update
27 September 2023	Project update	MPSC ARTC	▶ Interface agreement ▶ Regular Project update
25 October 2023	Project update	MPSC ARTC	▶ Regular Project update
22 November 2023	Project update	MPSC ARTC	▶ Regular Project update

TABLE E-30 GSC MEETINGS

Details	Purpose	Attendees	Key issues
20 September 2016	Project update	GSC ARTC	▶ Future engagement
30 October 2018	Road interface	GSC ARTC	▶ Level crossings ▶ Road use
12 December 2018	Meeting to present hydrology information	GSC ARTC	▶ Hydrology model ▶ Future consultation ▶ Consultation process
26 June 2019	SIA findings presentation	GSC ARTC	▶ Noise ▶ Waste ▶ Water supplies ▶ Visual ▶ Level crossings ▶ Social ▶ Dust ▶ Climate change ▶ Economic ▶ Local procurement
4 March 2020	Road alignment discussion	GSC ARTC	▶ Swapping road with Rail on North Star Road ▶ Elimination of level crossings
12 August 2020	PSR Update	GSC ARTC	▶ PSR ▶ Design criteria ▶ Road classification ▶ Traffic count ▶ Traffic impacts assessment
02 September 2020	Project update	GSC ARTC	▶ Non-resident workforce accommodation ▶ Economic benefit
4 September 2020	PSC update	GSC ARTC	▶ Road classification ▶ Traffic count ▶ Design speed ▶ Stacking ▶ Level crossing design ▶ Third-party agreement
18 September 2020	PSR update	GSC ARTC	▶ North Star road alignment ▶ Design criteria ▶ Service road interface ▶ Design speed
22 October 2020	Project update	GSC ARTC	▶ Media and communications ▶ Non-resident workforce accommodation ▶ Water security ▶ Telecommunications ▶ Fencing
20 September 2021	Project update	GSC ARTC	▶ Property acquisition ▶ revised draft EIS ▶ Hydrology
16 March 2022	Project update	GSC ARTC	▶ Third-party agreement ▶ Level crossing ▶ Dilapidation reports ▶ Non-resident workforce accommodation
24 March 2022	New councillor update	GSC ARTC	▶ Macintyre River floodplain model ▶ Alignment selection ▶ Sponsorships and donations

Details	Purpose	Attendees	Key issues
30 March 2022	Regular Project update	GSC ARTC	<ul style="list-style-type: none"> ▶ Road acquisition ▶ Private level crossings
30 May 2022	Project update	GSC ARTC LORQ	<ul style="list-style-type: none"> ▶ GSC roads program
8 June 2022	Project update	GSC ARTC LORQ	<ul style="list-style-type: none"> ▶ Telstra upgrades
22 June 2022	Project update	GSC ARTC LORQ	<ul style="list-style-type: none"> ▶ GSC roads upgrade update ▶ Interface agreement discussions
20 July 2022	Project update	GSC ARTC	<ul style="list-style-type: none"> ▶ Rail Corridor Program ▶ Council Development Agreement
17 August 2022	Project update	GSC ARTC	<ul style="list-style-type: none"> ▶ Occupation of Council Roads ▶ Social Performance
14 September 2022	Project update	GSC ARTC	<ul style="list-style-type: none"> ▶ Haulage routes ▶ Telstra tower
17 October 2022	Project update	GSC ARTC	<ul style="list-style-type: none"> ▶ Dilapidation reports
18 January 2023	Project update	GSC ARTC	<ul style="list-style-type: none"> ▶ Telstra Tower ▶ Council Development Agreement
1 March 2023	Project update	GSC ARTC	<ul style="list-style-type: none"> ▶ Council Development Agreement ▶ Ancillary works update ▶ Roads update
29 March 2023	Project updates	GSC ARTC LORQ	<ul style="list-style-type: none"> ▶ North Star to Border approvals update ▶ Landowner concerns
2828 April 2023	Project updates	GSC ARTC	<ul style="list-style-type: none"> ▶ Inland Rail Review ▶ Engagement activities
17 May 2023	Project updates	GSC ARTC	<ul style="list-style-type: none"> ▶ Project updates
21 June 2023	Project updates	GSC ARTC	<ul style="list-style-type: none"> ▶ Meeting with Gwydir Mayor John Coulton and Engineering Director Alex Eddy to provide project update ▶ Inland Rail Review update
27 September 2023	Project updates	GSC ARTC	<ul style="list-style-type: none"> ▶ Project updates
15 November 2023	Project updates	GSC ARTC	<ul style="list-style-type: none"> ▶ Project updates

4.5 Directly and indirectly impacted landowners

Directly impacted landowners are those private landowners affected by land acquisition requirements for the Project, landowners impacted by construction activities (including permanent and temporary impacts) as well as landowners impacted by the requirements of environmental and technical investigations.

Indirectly impacted landowners are those private landowners that have the potential for change to existing conditions on their property, for example access, local roads, noise, amenity and social impacts, and landowners located within the 2 km-wide Project study area.

4.5.1 Directly impacted landowners

ARTC has delivered a comprehensive communication and engagement program to engage with landowners during the development of the draft EIS and revised draft EIS. Along the Project alignment, there are approximately 200 directly impacted properties, privately owned by 116 individual landowners (as of December 2023). This includes 46 landowners who have more than one lot and/or property affected by acquisition for the Project's permanent footprint. The engagement approach with these directly impacted landowners has been to meet one-on-one where possible, to build a relationship with each individual. Impacts are unique to each property and understanding individual concerns enables the Project team to tailor their information and consultation approach to make engagement meaningful and relevant.

During the development of the draft EIS between September and December 2018, ARTC conducted landowner meetings with 187 individual landowners identified to discuss the focused area of investigation, potential impacts to their property and to gather landowner input for inclusion in the reference design. These meetings were supported with additional engagement activities, including:

- ▶ Key stakeholder briefings, including local councils and the DoE
- ▶ Four CCC meetings (two IDCCC and two SDDCCC)
- ▶ Eight drop-in sessions in Millmerran, Pittsworth, Southbrook, Brookstead, Inglewood, Yelarbon, Gowrie Junction and Toowoomba.

The potential impacts were further refined in September 2019, when the reference design and EIS boundary were released, prompting further engagement with identified directly impacted landowners. This engagement allowed ARTC to gather further information on land use, infrastructure, operations and stock/machinery movements to inform the reference design. A groundwater bore survey was also undertaken to provide information on the location of registered and unregistered groundwater bores (see Section 5.4.1).

Engagement with directly impacted landowners for the revised draft EIS commenced in June 2021, when the proposed Land Acquisition Boundary (LAB) was released. The ARTC Project design, property and engagement teams and the TMR property team reviewed the LAB. This lot-by-lot review was used to confirm reference design, identify any small parcels of land that would be severed and left unusable, and any areas of design uncertainty where it was too early to engage with the landowner. Once the LAB was confirmed, a set of maps were produced for each landowner. The maps showed the LAB in relation to:

- ▶ Each impacted lot of land (including the area of land to be acquired)
- ▶ The whole of property (including the area of land to be acquired).

The 16116 directly impacted landowners on the B2G alignment were sent a letter and set of maps for their property based on the LAB. The letter introduced TMR as the acquiring authority for the Project, explained the maps and advised ARTC and TMR would be in contact to set up a meeting to explain the design in relation to their property and the land acquisition process. This engagement informed directly impacted landowners of the land required for the operation of the Project, the land acquisition process, compensation entitlements, and the objection process.

As at December 2023, 96 landowners have been consulted on land acquisition, compensation entitlements, and the objection process. The remaining 20 landowners declined to meet with ARTC, did not respond to the meeting request, or requested to meet later when land acquisition requirements were more certain.

This engagement with landowners has continued to provide ARTC with the latest information on how impacted properties are managed, how the current proposed design impacts the way landowners manage their properties, and mitigation options to consider through design to reduce impact. ARTC acknowledges that each landowner uses their land for specific individual purposes including residential, cropping, grazing, business, recreation, etc. Extensive engagement has been done to gain as much detailed information as possible to understand how the Project impacts their property and what can be done to mitigate any impacts.

Outcomes of the consultation for landowners, including amenity, connectivity, and property values are outlined in Appendix X: Social Impact Assessment, Section 7.1. Outcomes of engagement informing the Project's impact on local businesses and industry, including potential relocations or closures, are detailed in Appendix X: Section 7.5. Outcomes of water infrastructure engagement, including locations of groundwater bores and make-good arrangements are detailed in Section 6.6.5 and Chapter 15: Groundwater. ARTC will continue to work with all directly impacted landowners and surrounding communities to ensure the Project impacts are minimised or mitigated where possible.

During the development of the EIS and reference design, ARTC requires access to private properties to undertake technical assessments, early works, and obtain permits as part of the approvals process. As at 30 June 2022, ARTC has 1,001 Land Access Agreements (LAAs) in place, at a success rate of 94.4 per cent.

4.5.1.1 Targeted workshops during development of reference design (2018–2019)

In 2018 and 2019, targeted workshops with landowners and representatives of the community were held to:

- ▶ Obtain input into the B2G reference design and alignment planning
- ▶ Identify planning, construction and operational road access requirements
- ▶ Gather feedback about public road–rail interfaces
- ▶ Assess the potential Project hydrological and flooding impacts of the catchments within the Project area.

The outcomes of this engagement informed the draft EIS and reference design, with ongoing engagement with community through CCCs and one-on-one landowner meetings. Landowner workshops were conducted between 2018 and 2021 and this engagement is summarised in Table E-31.

TABLE E-31 LANDOWNER WORKSHOPS

Details	Purpose	Attendance	Key issues	Project response/EIS reference
18 June 2018 Appendix W: Noise and Vibration Assessment Brookstead	To determine alignment through Brookstead area	20	<ul style="list-style-type: none"> ▶ Impacts on private property and agricultural land ▶ Noise and vibration—residents and school ▶ Impacts on business operations ▶ Changes to local roads 	<ul style="list-style-type: none"> ▶ B2G reference design ▶ Appendix V: Noise and Vibration Assessment—Construction and Road Traffic ▶ Appendix W: Noise and Vibration Assessment—Railway Operations
27 June 2018 Pampas	To gather feedback to inform the design of the local road changes required in Pampas	10	<ul style="list-style-type: none"> ▶ Hydrology impacts ▶ TMR requirements for intersection ▶ Grade separation ▶ Noise and vibration ▶ Visual amenity ▶ Pedestrian access ▶ Access to Pampas Hall and fire brigade shed ▶ Road safety ▶ Size of level crossing ▶ Fencing ▶ Traffic 	<ul style="list-style-type: none"> ▶ B2G reference design ▶ Appendix AA: Traffic Impact Assessment ▶ Appendix V: Noise and Vibration Assessment—Construction and Road Traffic ▶ Appendix K: Landscape and Visual Impact Assessment ▶ Assessment of hydrology and flooding impacts (Appendix T1 and T2: Hydrology and Flooding Technical Report)
27 August 2018 Pampas	To present the proposed local road design	6	<ul style="list-style-type: none"> ▶ Grade separation ▶ TMR requirements for intersection ▶ Location of level crossing ▶ Noise and vibration ▶ Visual amenity ▶ Hydrology ▶ Pedestrian access ▶ Fencing 	<ul style="list-style-type: none"> ▶ B2G reference design ▶ Appendix AA: Traffic Impact Assessment ▶ Appendix V: Noise and Vibration Assessment—Construction and Road Traffic ▶ Appendix K: Landscape and Visual Impact Assessment ▶ Assessment of hydrology and flooding impacts (Appendix T1 and T2: Hydrology and Flooding Technical Report)

Details	Purpose	Attendance	Key issues	Project response/EIS reference
21 January 2019 Brookstead	To gain feedback about potential road changes in the Brookstead area	8	<ul style="list-style-type: none"> ▶ Changes to local roads ▶ Maintaining access to and between properties ▶ Maintaining efficient and effective business operations ▶ Maintaining ability to move large farming equipment and trucks ▶ Seasonal traffic ▶ Proximity/impacts to homes and farming operations ▶ Road surface treatments ▶ Fencing ▶ Waterflow 	<ul style="list-style-type: none"> ▶ B2G reference design ▶ Road realignment planning ▶ Appendix AA: Traffic Impact Assessment
11 February 2019 Toowoomba	Share information about flood modelling process and results for Westbrook Creek, Dry Creek and Gowrie Creek	8	<ul style="list-style-type: none"> ▶ Changes to water flow ▶ Culvert size, shape, amount, location and flow rate ▶ Structures—sizes (height, length) and ability to construct ▶ Future urban development impacts ▶ Impacts to property infrastructure (bores, pumps and so on) ▶ Concerns about what happens if the water behaves differently to what the model expects ▶ Concerns about erosion ▶ Concerns about water from access roads 	<ul style="list-style-type: none"> ▶ Assessment of hydrology and flooding impacts (Appendix T1 and T2: Hydrology and Flooding Technical Report) ▶ Appendix U: Groundwater Technical Report ▶ Requirement to prepare Erosion and Sediment Control Plans, Soil Management Plan and Surface Water Management Plan
18 March 2019 Toowoomba	Share information about flood modelling process and results for Westbrook Creek, Dry Creek and Gowrie Creek	10	<ul style="list-style-type: none"> ▶ Changes to water flow ▶ Culvert size, shape, amount, location and flow rate ▶ Structures—sizes (height, length) and ability to construct ▶ Future urban development impacts ▶ Impacts to property infrastructure (bores, pumps and so on) ▶ Concerns about what happens if the water behaves differently to what the model expects ▶ Concerns about erosion ▶ Concerns about water from access roads 	<ul style="list-style-type: none"> ▶ Assessment of hydrology and flooding impacts (Appendix T1 and T2: Hydrology and Flooding Technical Report) ▶ Appendix U: Groundwater Technical Report ▶ Requirement to prepare Erosion and Sediment Control Plans, Soil Management Plan and Surface Water Management Plan

Details	Purpose	Attendance	Key issues	Project response/EIS reference
8 December 2020	To gain feedback about proposed road design changes in the Brookstead area	30	<ul style="list-style-type: none"> ▶ Changes to local roads ▶ Maintaining access to and between properties ▶ Maintaining efficient and effective business operations ▶ Maintaining ability to move large farming equipment and trucks ▶ Seasonal traffic ▶ Proximity/impacts to homes and farming operations ▶ Road surface treatments ▶ Fencing ▶ Waterflow 	<ul style="list-style-type: none"> ▶ Road realignment planning ▶ Appendix AA: Traffic Impact Assessment
12 May 2021	To gain feedback about proposed road design changes in the Pampas area	15	<ul style="list-style-type: none"> ▶ Changes to local roads ▶ Maintaining access to and between properties ▶ Hydrology impacts ▶ Maintaining ability to move large farming equipment and trucks ▶ Safety ▶ Proximity/impacts to homes and farming operations ▶ Laydown for service station 	<ul style="list-style-type: none"> ▶ B2G reference design ▶ Road realignment planning ▶ Appendix AA: Traffic Impact Assessment

4.5.2 Indirectly impacted landowners

Extensive engagement with indirectly impacted stakeholders, as well as broad community consultation, has helped to shape the Project design. Landowners who are not directly impacted by proposed land acquisition but may be impacted by the Project due to road realignments, visual amenity, noise, or a social impact are classified as indirectly impacted landowners.

Indirectly impacted landowners and the broader community input has assisted in providing potential mitigation measures to be implemented during construction and operational stages of the Project, to minimise the impact of the Project on these stakeholders in the area surrounding the Project footprint.

Since 2018, the ongoing, progressive EIS stakeholder engagement plan was strategically designed to provide multiple opportunities for indirectly impacted landowners and the broader community residents of the region to provide input into the Project, ask questions, raise concerns, and provide feedback on the Project.

Indirectly impacted landowners have been engaged using a range of techniques, including presentations and briefings, letters, newsletters, community information sessions, pop-up information sessions, surveys, 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. During the COVID-19 coronavirus pandemic, ARTC continued to actively engage with indirectly impacted landowners, while introducing alternative methods of engagement, as well as innovative use of technology, such as Social Pinpoint and online presentations.

ARTC will continue to actively engage with indirectly impacted landowners and the broader community through the channels outlined in Section 4.6. Stakeholders will continue to have opportunities to provide input into design changes and mitigation measures during the detailed design stage through public submissions to the revised draft EIS. As the Project moves into the construction stage, ARTC will work with the contractor to continue to investigate mitigation measures or design changes, where appropriate.

Engagement outcomes with these stakeholders have also been incorporated into the SIA, and consultation regarding amenity, connectivity, social impacts and property values are outlined in Appendix X: Social Impact Assessment, Section 7.1.

4.6 General community consultation

Directly and indirectly impacted stakeholders have been engaged using a range of techniques, including presentations and briefings, letters, 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. During the COVID-19 pandemic, ARTC continued active engagement with stakeholders but introduced alternative methods and the innovative use of technology.

Broadly, community stakeholder groups targeted for community consultation includes directly and indirectly impacted landowners, businesses and residents in the towns/localities along the alignment, including:

- ▶ Kurumbul
- ▶ Yelarbon
- ▶ Inglewood
- ▶ Millwood
- ▶ Millmerran
- ▶ Pampas
- ▶ Brookstead
- ▶ Southbrook
- ▶ Pittsworth
- ▶ Southbrook
- ▶ Athol
- ▶ Wellcamp
- ▶ Charlton
- ▶ Kingsthorpe
- ▶ Gowrie Mountain
- ▶ Gowrie Junction

4.6.1 Community Consultative Committees

In December 2017, ARTC established two CCCs for the B2G Project. The purpose of a CCC is to:

- ▶ Facilitate broader community involvement in the Project
- ▶ Seek community feedback and input to Project outcomes
- ▶ Increase awareness and understanding for the Project by providing communities with ‘one-point of call’ for Project information
- ▶ Act as a conduit between the Project team and the community by providing information or addressing issues and concerns.

While the committees are not decision-making bodies, the input and feedback they receive will help the Project to better address community issues and concerns during planning and design.

Membership in a CCC is based on the following criteria:

- ▶ Knowledge of the local area, as evidenced by number of years living in the area or family links to the area (such as 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), or local or regional non-governmental organisations (NGOs).
- ▶ Ability to gather and disseminate information regarding ARTC’s 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 received EIS approval.

The Inner Darling Downs Community Consultative Committee (IDDCCC) covers the federal electorate of Groom, including:

- ▶ Brookstead
- ▶ Pittsworth
- ▶ Southbrook
- ▶ Gowrie
- ▶ Toowoomba.

The areas represented by the SDDCCC covers the Federal electorate of Maranoa, including:

- | | |
|-----------------|--------------|
| ▶ Goondiwindi | Kurumbul |
| ▶ Yelarbon | ▶ Bringalily |
| ▶ Inglewood | ▶ Millmerran |
| ▶ Canning Creek | ▶ Pampas |

As at December 2023, there were 16 members in the Inner Darling Downs CCC and 11 in the Southern Darling Downs CCC, plus an independent Chair for each CCC. The current list of CCC members can be found at: **inlandrail.com.au/building-inland-rail/working-with-communities/community-consultative-committees/**.

The two-year tenure of the four initial Queensland CCCs, including the SDDCCC and IDCCC, concluded in January 2020. Nominations for new members were then sought and nominees were assessed by an independent consultant. New members were appointed in February 2020. In consultation with the chairs, it was determined to extend the two-year tenure by an additional 12 months or until the Project had gained EIS approval to ensure continuity.

These meetings will continue until the Project has completed the EIS approval process. Details of the key issues raised, and topics presented in CCC meetings to December 2023 are shown in Table E-32 and Table E-33.

TABLE E-32 IDCCCC MEETING DETAILS

Details	Purpose	Attendance	Key issues	
14 December 2017 Pittsworth	Project update	12 members	<ul style="list-style-type: none"> ▶ Project update—timeframes ▶ Review of Interim Charter ▶ Black soil rail construction viability ▶ Hydrology ▶ Alignment route ▶ Impacts to ground water ▶ Visual amenity ▶ Social impacts ▶ Impacts on emergency services and school bus routes ▶ Carbon emissions ▶ Train frequency ▶ Preference for grade separations 	<ul style="list-style-type: none"> ▶ Air quality ▶ Noise ▶ Procurement—local ▶ Property values/impacts ▶ Condamine River floodplain ▶ ToR ▶ IAS ▶ Benefits ▶ Native title process ▶ General business ▶ Future meetings
6 March 2018 Pittsworth	Project update	12 members	<ul style="list-style-type: none"> ▶ Project update ▶ IAS ▶ EIS update ▶ Hydrology update 	<ul style="list-style-type: none"> ▶ Engagement update ▶ Impacts to Pittsworth ▶ General business
10 April 2018 Brookstead	Condamine floodplain crossing study	22 members (combined with SDDCCC)	<ul style="list-style-type: none"> ▶ Project update ▶ Condamine River floodplain crossing study methodology 	<ul style="list-style-type: none"> ▶ B2G engagement program ▶ General business
22 May 2018 Brookstead	Draft ToR	23 members (combined with SDDCCC)	<ul style="list-style-type: none"> ▶ Project update ▶ Draft ToR 	<ul style="list-style-type: none"> ▶ Property access process ▶ General business
4 September 2018 Southbrook	Project update and focused area of investigation	14 members	<ul style="list-style-type: none"> ▶ Project update ▶ EIS update ▶ Hydrology update ▶ Mental health 	<ul style="list-style-type: none"> ▶ Weed management ▶ Engagement update ▶ General business
8 November 2018 Kingshorpe	Project update, focused area of investigation and Condamine	12 members	<ul style="list-style-type: none"> ▶ Project update ▶ Focused area of investigation—design development ▶ Condamine River floodplain ▶ Noise ▶ Engagement update 	<ul style="list-style-type: none"> ▶ SIA community survey ▶ Social impacts and benefits ▶ Compensation ▶ Agistment
27 February 2019 Southbrook	Project update, Westbrook/Gowrie/Dry Creek hydrology, Social Impact Assessment and Public Roads Crossings	7 members	<ul style="list-style-type: none"> ▶ Independent technical advice ▶ Project update ▶ Westbrook, Dry and Gowrie Creek flood modelling ▶ Public road crossing design update ▶ Environment update 	<ul style="list-style-type: none"> ▶ Social Impact Assessment update ▶ Engagement update ▶ Regional benefits ▶ Property update

Details	Purpose	Attendance	Key issues	
11 June 2019 Biddeston	Project update, G2H update, engagement for the release of the alignment	11 members	<ul style="list-style-type: none"> ▶ Review of the CCC Charter ▶ TRC presentation ▶ Project update ▶ Hydrology ▶ Route selection ▶ Acquisition process 	<ul style="list-style-type: none"> ▶ Social Impact Assessment update ▶ Local procurement ▶ Air quality ▶ Operations ▶ G2H update
17 September 2019 Pittsworth	Project update and reference design	14 members	<ul style="list-style-type: none"> ▶ Project update (proposed project footprint, road–rail interfaces, rail alignment) ▶ Route selection ▶ Property impacts ▶ Groundwater 	<ul style="list-style-type: none"> ▶ Noise and vibration methodology ▶ Land resources ▶ Fauna and flora ▶ Project costings
5 December 2019 Gowrie Junction	Project update and groundwater and soils presentation	11 members	<ul style="list-style-type: none"> ▶ Project update ▶ Senate enquiry ▶ Flythrough video 	<ul style="list-style-type: none"> ▶ EIS status ▶ Groundwater and soil
5 May 2020 Online	Project update, flood panel review and route review	13 members	<ul style="list-style-type: none"> ▶ Welcome new committee ▶ Project update ▶ COVID 19 impact 	<ul style="list-style-type: none"> ▶ Independent Flood Panel review ▶ CCC Resources
23 June 2020 Online	Project update, flood panel review and route review, Project benefits	13 members	<ul style="list-style-type: none"> ▶ Project update ▶ Route review and flood panel (Department of Infrastructure, Transport, Regional Development and Communications) ▶ Cultural heritage update 	<ul style="list-style-type: none"> ▶ Pittsworth grade separation presentation ▶ Project benefits update
25 August 2020 Pittsworth	OCG presentation on EIS process Presentation on Flood Panel review and route review	13 members	<ul style="list-style-type: none"> ▶ Project update ▶ EIS process (OCG) 	<ul style="list-style-type: none"> ▶ Route review and flood panel (Department of Infrastructure, Transport, Regional Development and Communications) ▶ Construction pack development
1 December 2020	Project update and update on route review and independent flood panel	8 members	<ul style="list-style-type: none"> ▶ Project update ▶ P2N lessons learnt ▶ Route review progress 	<ul style="list-style-type: none"> ▶ Independent Flood Panel update ▶ Construction packs
2 February 2021	Overview of the EIS	11 members	<ul style="list-style-type: none"> ▶ EIS overview ▶ EIS timeframe ▶ EIS engagement 	<ul style="list-style-type: none"> ▶ EIS content ▶ How to make an EIS submission
13 April 2021	Results on results of independent flood panel	17 members (combined with SDDCCC)	<ul style="list-style-type: none"> ▶ Scope of review ▶ Key findings of the review 	<ul style="list-style-type: none"> ▶ Next steps

Details	Purpose	Attendance	Key issues
29 July 2021	Discuss land acquisition process	16 members (combined with SDDCCC)	<ul style="list-style-type: none"> ▶ Property acquisition
4 September 2021	Briefing on G2H EIS	3 members	<ul style="list-style-type: none"> ▶ EIS overview ▶ Cross-Project impact ▶ Spoil management ▶ Noise and vibration ▶ Train travel times
18 October 2021	Joint IDD and LV CCC with OCG presentation on EIS process	3 members	<ul style="list-style-type: none"> ▶ EIS process ▶ How to make a submission
18 November 2021	Update from the Independent Flood Panel	25 members	<ul style="list-style-type: none"> ▶ Update on the work of the flood panel ▶ General Project update on EIS, soil survey, land access
15 March 2022	Flood Panel and EIS update	14 members	<ul style="list-style-type: none"> ▶ Land Access Agreements and current field investigations ▶ Key updates to the EIS ▶ Fauna connectivity strategy and Koala Management Plan ▶ Reference design updates ▶ EIS updates: ▶ Flooding and hydrology ▶ Land resources ▶ Geomorphology ▶ Groundwater ▶ Flora and fauna ▶ Stakeholder feedback and changes to reference design: <ul style="list-style-type: none"> ▶ level crossings ▶ realignment ▶ road changes
22 June 2022	Project update	8 members	<ul style="list-style-type: none"> ▶ Land access update ▶ Project timing update ▶ Social performance update ▶ EIS update (including soils, geomorphology, flooding/hydrology, surface and groundwater) ▶ Construction on black soil example ▶ EIS update: <ul style="list-style-type: none"> ▶ soils ▶ geomorphology ▶ flooding and hydrology ▶ surface and groundwater ▶ Construction on black soil examples presented ▶
29 November 2022	Project update and hydrology / flood impact objectives presentation	6 members	<ul style="list-style-type: none"> ▶ Draft Koala Management Plan and survey ▶ Stakeholder engagement update ▶ Social performance update ▶ DITRDCA update ▶ Quicklime transport and exclusion zones during construction ▶ Hydrology and flood impact objectives ▶ Whetstone materials distribution centre

Details	Purpose	Attendance	Key issues	
2 March 2023	Project update	12 members	<ul style="list-style-type: none"> ▶ Project update ▶ CCC tour insights ▶ EIS and approval timing ▶ 	<ul style="list-style-type: none"> ▶ Local indigenous industry participation ▶ Social performance strategy ▶ Biodiversity offsets ▶ Weed & seed management
5 December 2023	EIS and Project update	18 members (combined with SDDCCC)	<ul style="list-style-type: none"> ▶ Project update ▶ EIS and approval timing, including public consultation period and timing 	<ul style="list-style-type: none"> ▶ Land acquisition process ▶ Ecology and koala management
18 June 2024	EIS and Project update	33 attendees (combined with SDDCCC)	<ul style="list-style-type: none"> ▶ Project update ▶ EIS and approval timing, including public consultation period and timing 	<ul style="list-style-type: none"> ▶ Project update ▶ EIS update ▶ Property update ▶ Land acquisition ▶ Field investigations ▶ Weed management ▶ Ecology

TABLE E-33 SDDCCC MEETING DETAILS

Timing	Purpose	Attendance	Key issues	
13 December 2017 Inglewood	Project update	11 members	<ul style="list-style-type: none"> ▶ Member introductions ▶ Project update—timeframes ▶ Review of Interim Charter 	<ul style="list-style-type: none"> ▶ General business ▶ Future meetings
7 March 2018 Millmerran	Project update	13 members	<ul style="list-style-type: none"> ▶ Agreed charter ▶ Project update ▶ EIS process 	<ul style="list-style-type: none"> ▶ Social media guidelines ▶ Existing rail corridor
10 April 2018 Brookstead	Condamine River floodplain crossing study	22 members (combined with IDCCCC)	<ul style="list-style-type: none"> ▶ Project update ▶ Condamine River floodplain crossing study methodology 	<ul style="list-style-type: none"> ▶ B2G engagement program ▶ General business
22 May 2018 Brookstead	Draft ToR	23 members (combined with IDCCCC)	<ul style="list-style-type: none"> ▶ Project update ▶ Draft ToR 	<ul style="list-style-type: none"> ▶ Property access process ▶ General business
September 2018 Yelarbon	Project update	10 members	<ul style="list-style-type: none"> ▶ Design development ▶ Flooding and hydrology ▶ Condamine River floodplain crossing 	<ul style="list-style-type: none"> ▶ EIS ▶ Communication update ▶ General business
November 2018 Brookstead	Project update	19 members	<ul style="list-style-type: none"> ▶ Condamine River floodplain crossing ▶ Focused area of investigation 	<ul style="list-style-type: none"> ▶ Communication update ▶ General business

Timing	Purpose	Attendance	Key issues	
21 March 2019 Inglewood	Project update	9 members	<ul style="list-style-type: none"> ▶ Review of CCC Charter ▶ Design update ▶ Environment and EIS update ▶ Engagement update 	<ul style="list-style-type: none"> ▶ Independent review of Condamine River floodplain modelling ▶ SIA ▶ General business
13 June 2019 Millmerran	Project update	11 members	<ul style="list-style-type: none"> ▶ Ratification of updated CCC Charter ▶ Design update ▶ Independent review of hydrology 	<ul style="list-style-type: none"> ▶ SIA ▶ Environment and EIS update ▶ Engagement update
18 September 2019 Inglewood	Project update	11 members	<ul style="list-style-type: none"> ▶ NS2B update ▶ Design update ▶ Environmental and EIS update ▶ Noise and vibration assessment methodology 	<ul style="list-style-type: none"> ▶ Social performance update ▶ Engagement update ▶ General business ▶ Next meeting
11 December 2020 Millmerran	Project update	11 members	<ul style="list-style-type: none"> ▶ NS2B update ▶ B2G design and EIS update ▶ Condamine River floodplain review 	<ul style="list-style-type: none"> ▶ Property overview ▶ Doing business with ARTC
28 July 2020 Yelarbon and online	Project update	10 members	<ul style="list-style-type: none"> ▶ Project update ▶ EIS process (Office of the Coordinator General) ▶ Route review and flood panel (Department of Infrastructure, Transport, Regional Development and Communications) 	<ul style="list-style-type: none"> ▶ Community capacity building and skills development workshops ▶ Property acquisition
26 October 2020	Project update	7 members	<ul style="list-style-type: none"> ▶ Cecil Plains Route Review ▶ Independent flood panel 	<ul style="list-style-type: none"> ▶ Construction overview
28 January 2021	EIS overview	10 members	<ul style="list-style-type: none"> ▶ EIS overview ▶ EIS engagement 	<ul style="list-style-type: none"> ▶ How to make a submission
13 April 2021	Results on results of independent flood panel	17 members (combined with IDDCCC)	<ul style="list-style-type: none"> ▶ Independent flood review panel 	
29 July 2021	Discuss land acquisition process	16 members (combined with IDDCCC)	<ul style="list-style-type: none"> ▶ Property acquisition 	
18 November 2021	Update from the Independent Flood Panel	8 members	<ul style="list-style-type: none"> ▶ Update on the work of the flood panel 	<ul style="list-style-type: none"> ▶ General Project update on EIS, soil survey, contractor, land access
17 March 2022	Project update	10 members	<ul style="list-style-type: none"> ▶ Land Access Agreements and current field investigations ▶ Key updates to the EIS 	<ul style="list-style-type: none"> ▶ Reference design and road–rail interface updates

Timing	Purpose	Attendance	Key issues	
23 June 2022	Project update	8 members	<ul style="list-style-type: none"> ▶ Land access update ▶ Project timing update ▶ Social performance update 	<ul style="list-style-type: none"> ▶ EIS update (including soils, geomorphology, flooding/hydrology, surface and groundwater) ▶ Construction on black soil example
30 November 2022	Project update and hydrology / flood impact objectives presentation	7 members	<ul style="list-style-type: none"> ▶ Program update ▶ Stakeholder Engagement update ▶ Hydrology and flood impact objectives ▶ Whetstone materials distribution centre 	<ul style="list-style-type: none"> ▶ Social Performance strategy ▶ Inland Rail Skills Academy
1 March 2023	Project update	8 members	<ul style="list-style-type: none"> ▶ DITCRDA update ▶ Program update ▶ CCC tour insight ▶ EIS and approvals update ▶ 	<ul style="list-style-type: none"> ▶ Whetstone materials distribution centre ▶ Social Performance strategy and ICN business opportunities ▶ Goondiwindi accommodation camp
5 December 2023	EIS and Project update	18 members (combined with IDDCCC)	<ul style="list-style-type: none"> ▶ Project update ▶ EIS and approval timing, including public consultation period and timing 	<ul style="list-style-type: none"> ▶ Land acquisition process ▶ Ecology and koala management
18 June 2024	EIS and Project update	33 attendees (combined with	<ul style="list-style-type: none"> ▶ Project update ▶ EIS and approval timing, including public consultation period and timing 	<ul style="list-style-type: none"> ▶ Project update ▶ EIS update ▶ Property update ▶ Land acquisition ▶ Field investigations ▶ Weed management ▶ Ecology

4.6.2 Community information sessions

ARTC held 66 community information sessions between October 2017 and December 2023 to outline the purpose of the Project and seek community feedback. These sessions were advertised broadly in local newspapers, on posters placed on community noticeboards throughout the study area, via emails to registered stakeholders, and through information provided on the ARTC Inland Rail website.

These community sessions included a round of information sessions specifically on the exhibition of, and process of submissions to, the draft EIS. Stakeholders in the Project study area received letters informing them of the draft EIS display and inviting them to attend community information sessions. All community information sessions had an open-door policy, which allowed interested people to enter and leave at their leisure. Participants were provided with opportunities to give feedback on the B2G Project either verbally (with notes taken by the Project team) or in writing (using email and postal submissions or feedback forms).

Engagement through community information sessions has also informed the draft SIA. Key issues raised by members of the community during community information sessions that have been addressed in the SIA are found in Appendix X: Social Impact Assessment, section 7 and include health issues, including the potential for dust generated by construction works and the effects of stress and anxiety on mental health, the need to ensure local people benefit from Project employment and supply opportunities, housing and accommodation facilities, and the need for respectful and honest engagement as the Project progresses.

Community information sessions will be ongoing throughout the EIS approval process to keep community informed and continue to provide broad community input into the Project.

Community information sessions from 2017 to December 2023 are detailed in Table E-34.

TABLE E-34 KEY COMMUNITY INFORMATION SESSIONS

Details	Purpose	Attendance	Key issues raised	
20 October 2017 Gowrie	Advise of route selected by Australian Government	81	<ul style="list-style-type: none"> ▶ Property severance ▶ Flooding and Condamine River crossing ▶ Noise ▶ Coal trains and dust 	<ul style="list-style-type: none"> ▶ Tunnel ventilation outlet ▶ Impact of noise and amenity ▶ Interfacing with the Toowoomba Second Range Crossing
21 October 2017 Southbrook	Advise of route selected by Australian Government	130	<ul style="list-style-type: none"> ▶ Concerns that determined route via Wellcamp is the result of political interference/considerations and influence of the Wagners ▶ Strong desire to see narrowed rail corridor before EIS ▶ Support for the State forest route ▶ Concerns coal trains from NSW will use Inland Rail through Millmerran 	<ul style="list-style-type: none"> ▶ Impact on property value and ability to sell property during planning and approval process ▶ Timing of property acquisition and process ▶ No trust in the Government decision or the Project Reference Group process ▶ Interest/questions around the Yelarbon to Gowrie corridor options and costings and design elements
21 October 2017 Millmerran	Advise of route selected by Australian Government	68	<ul style="list-style-type: none"> ▶ Concerns about determined route through the Condamine River floodplain ▶ Black soil ▶ Ground conditions ▶ Lack of detailed engineering to date ▶ Support for a route through the state forest 	<ul style="list-style-type: none"> ▶ Impact on property value and ability to sell property during planning and approval process ▶ Timing of property acquisition and process ▶ No trust in the government decision or the PRG process ▶ Push to make greater use of existing rail track and corridors
25 October 2017 Inglewood	Advise of route selected by Australian Government	49	<ul style="list-style-type: none"> ▶ Lack of thorough investigation of the forestry option rather than the use of freehold land south of the forestry ▶ Dissatisfaction with the PRG process and that their views had not been considered ▶ Property impacts ▶ Flooding 	<ul style="list-style-type: none"> ▶ Black soil construction ▶ Noise ▶ Concerns that determined route is the result of political interference/considerations ▶ Why the Minister or representatives of the Minister's office were not in attendance
26 October 2017 Yelarbon	Advise of route selected by Australian Government	24	<ul style="list-style-type: none"> ▶ Length of trains ▶ The speed at which trains might travel 	<ul style="list-style-type: none"> ▶ Opportunities for businesses to use Inland Rail to transport their inputs and produce ▶ Suggestion that the Karara/Felton option would be a better choice of alignment.
28 October 2017 Pittsworth	Advise of route selected by Australian Government	98	<ul style="list-style-type: none"> ▶ The Project alignment, with particular reference to the route via Wellcamp Airport ▶ The route selection process ▶ Property impacts ▶ Project funding 	<ul style="list-style-type: none"> ▶ Construction on the Condamine River floodplain and impacts on flooding ▶ Noise ▶ Community consultation—at present and during the PRG process

Details	Purpose	Attendance	Key issues raised	
28 October 2017 Brookstead	Advise of route selected by Australian Government	52	<ul style="list-style-type: none"> ▶ Route selection process ▶ Location of the 2 km study corridor ▶ Impacts on the Condamine River Floodplain and flooding 	<ul style="list-style-type: none"> ▶ The environmental planning and approval process ▶ Community consultation
13 November 2017 Pittsworth	Advise of route selected by Australian Government	26	<ul style="list-style-type: none"> ▶ Allowable distance between a house and rail ▶ Community consultative committees 	<ul style="list-style-type: none"> ▶ Impact on rural lifestyle
15 November 2017 Inglewood	Advise of route selected by Australian Government	22	<ul style="list-style-type: none"> ▶ Route selection process ▶ Flooding ▶ Impacts on property value and farm operations. 	<ul style="list-style-type: none"> ▶ Previous consultation ▶ Other Australian Government projects, including the radioactive waste dump
16 November 2017 Millmerran	Advise of route selected by Australian Government	31	<ul style="list-style-type: none"> ▶ Property impacts, specifically about purchasing property and making property improvements ▶ Environmental impacts including on endangered fauna 	<ul style="list-style-type: none"> ▶ Warwick route
16 November 2017 Yelarbon	Advise of route selected by Australian Government	13	<ul style="list-style-type: none"> ▶ Property impacts ▶ Width of the corridor and whether the existing corridor will need to be widened 	<ul style="list-style-type: none"> ▶ Noise impacts ▶ Crossings
18 November 2017 Gowrie	Advise of route selected by Australian Government	37	<ul style="list-style-type: none"> ▶ Why the corridor crosses on the eastern side of Gowrie Mountain 	<ul style="list-style-type: none"> ▶ Impacts on property value
18 November 2017 Southbrook	Advise of route selected by Australian Government	63	<ul style="list-style-type: none"> ▶ Impacts on property value and loss on earnings ▶ Flooding and hydrology ▶ CCCs 	<ul style="list-style-type: none"> ▶ Social impacts ▶ Forestry route
21 November 2017 Brookstead	Advise of route selected by Australian Government	27	<ul style="list-style-type: none"> ▶ The impost on stakeholder's time to engage with the EIS process ▶ Water—flooding and as a valuable resource ▶ How compensation/make-good measures will be implemented if the Project affects farm infrastructure (dams, sheds, irrigation) 	<ul style="list-style-type: none"> ▶ Timing of properties being ruled out as impacted ▶ How local procurement and content policies will work
19 April 2018 Millmerran	Condamine River floodplain crossing	30	<ul style="list-style-type: none"> ▶ Flooding 	<ul style="list-style-type: none"> ▶ Property impacts
21 April 2018 Brookstead	Condamine River floodplain crossing	35	<ul style="list-style-type: none"> ▶ Flooding 	<ul style="list-style-type: none"> ▶ Property impacts

Details	Purpose	Attendance	Key issues raised	
23 May 2018 Yelarbon	Draft ToR	14	<ul style="list-style-type: none"> ▶ Discussion around draft ToR ▶ Rail corridor alignment 	<ul style="list-style-type: none"> ▶ Concerns over the highway crossing—height and location
24 May 2018 Inglewood	Draft ToR	21	<ul style="list-style-type: none"> ▶ Discussion around draft ToR ▶ Rail corridor alignment 	<ul style="list-style-type: none"> ▶ Study area being moved further north to avoid direct impact on properties
29 May 2018 Millmerran	Draft ToR	12	<ul style="list-style-type: none"> ▶ Discussion around Draft ToR ▶ Condamine River floodplain crossing study 	<ul style="list-style-type: none"> ▶ Rail corridor alignment
31 May 2018 Southbrook	Draft ToR	30	<ul style="list-style-type: none"> ▶ Discussion around Draft ToR 	<ul style="list-style-type: none"> ▶ Rail corridor alignment
5 June 2018 Pittsworth	Draft ToR	15	<ul style="list-style-type: none"> ▶ Discussion around Draft ToR ▶ Draft ToR submission process 	<ul style="list-style-type: none"> ▶ Rail corridor alignment ▶ Concerns over any impact to the proposed Solar Farm development
6 June 2018 Gowrie Junction	Draft ToR	20	<ul style="list-style-type: none"> ▶ Discussion around Draft ToR ▶ Property impact around the Gowrie Mountain area ▶ Noise 	<ul style="list-style-type: none"> ▶ Rail corridor alignment ▶ Concerns over flooding and rainwater run-off from Gowrie Mountain ▶ G2H Project
7 June 2018 Brookstead	Draft ToR	8	<ul style="list-style-type: none"> ▶ Discussion around Draft ToR ▶ Draft ToR submission process 	<ul style="list-style-type: none"> ▶ Condamine River floodplain crossing study ▶ Rail corridor alignment
10 November 2018 Pittsworth	Focused area of investigation Public road crossings Condamine River floodplain alignment and hydrology	35	<ul style="list-style-type: none"> ▶ Compensation/acquisition ▶ One-on-one meeting with 14 directly affected landowners ▶ Road–rail interface ▶ Interest in what will be transported—dangerous goods, etc. 	<ul style="list-style-type: none"> ▶ Noise impacts/wind monitoring ▶ Westbrook flood modelling ▶ Social impacts
10 November 2018 Millmerran	Focused area of investigation Public road crossings Condamine River floodplain Social impacts	21	<ul style="list-style-type: none"> ▶ Condamine River floodplain crossing design—request for full viaduct ▶ Concerns about culvert blockage ▶ Level crossings 	<ul style="list-style-type: none"> ▶ Impact on bus routes ▶ Impacts on specific properties ▶ Social impacts
13 November 2018 Toowoomba	Focused area of investigation Public road crossings	19	<ul style="list-style-type: none"> ▶ Compensation/early acquisition ▶ One-on-one meeting with 6 directly affected landowners ▶ Road–rail interface ▶ Condamine River floodplain solution 	<ul style="list-style-type: none"> ▶ Property feedback ▶ Noise impacts ▶ Westbrook flood modelling ▶ Social impacts

Details	Purpose	Attendance	Key issues raised	
13 November 2018 Gowrie Junction	Focused area of investigation Public road crossings	22	<ul style="list-style-type: none"> ▶ Compensation/acquisition ▶ Noise, vibration and visual amenity ▶ Property values (perceived decrease) ▶ One-on-one meeting with directly affected landowners—property feedback 	<ul style="list-style-type: none"> ▶ Road–rail interface—particularly the Warrego Highway crossing ▶ Dry Creek and Gowrie Creek flood modelling ▶ Social impacts
14 November 2018 Southbrook	Focused area of investigation Public road crossings	20	<ul style="list-style-type: none"> ▶ Compensation/acquisition—questions about how compensation works for dams and the water in them, and reimbursements and tax implications of early acquisition vs compulsory acquisition ▶ Noise, vibration and visual amenity ▶ Property values (perceived decrease) ▶ One-on-one meeting with directly affected landowners—property feedback 	<ul style="list-style-type: none"> ▶ Road–rail interface—particularly the Brimblecombe Road, Geitz Road and Linthorpe Road ▶ Dry Creek, Westbrook Creek and Gowrie Creek flood modelling ▶ Social impacts
14 November 2018 Brookstead	Focused area of investigation Public road crossings Condamine River floodplain	20	<ul style="list-style-type: none"> ▶ Condamine River floodplain crossing design—request for full viaduct ▶ Concerns about erosion from culverts ▶ Level crossings 	<ul style="list-style-type: none"> ▶ Rail alignment through Brookstead ▶ Impacts on specific properties ▶ Social impacts
20 November 2018 Inglewood	Focused area of investigation Public road crossings	11	<ul style="list-style-type: none"> ▶ Impacts on specific properties—alignment and level crossings ▶ Property acquisition and compensation 	<ul style="list-style-type: none"> ▶ Positive feedback from landowners on shifting alignment to the north through Inglewood area ▶ Noise
21 November 2018 Yelarbon	Focused area of investigation Public road crossings	17	<ul style="list-style-type: none"> ▶ Impacts on specific properties—alignment and level crossings ▶ Property acquisition and compensation 	<ul style="list-style-type: none"> ▶ Highway realignment near Yelarbon ▶ Noise
18 February 2019 Toowoomba	Information gathering on public road crossings	5	<ul style="list-style-type: none"> ▶ Noise mitigation ▶ Passenger trains 	<ul style="list-style-type: none"> ▶ Engagement with peak bodies ▶ Seeking general Project updates
19 February 2019 Brookstead	Information gathering on public road crossings	13	<ul style="list-style-type: none"> ▶ Safety ▶ Tendering 	<ul style="list-style-type: none"> ▶ Would like the removal of level crossings ▶ Effect of Gore Highway upgrade on Brookstead
19 February 2019 Pittsworth	Information gathering on public road crossings	11	<ul style="list-style-type: none"> ▶ Stacking distances and slip lanes ▶ General design questions 	<ul style="list-style-type: none"> ▶ Noise and vibration ▶ Condamine River floodplain solution

Details	Purpose	Attendance	Key issues raised	
19 February 2019 Southbrook	Information gathering on public road crossings	15	<ul style="list-style-type: none"> ▶ Safety ▶ Emergency services engagement ▶ School bus operator engagement ▶ Flooding on Linthorpe Valley Road 	<ul style="list-style-type: none"> ▶ Sponsorship ▶ Tendering ▶ Bridge heights and clearances
20 February 2019 Millmerran	Information gathering on public road crossings	17	<ul style="list-style-type: none"> ▶ Alignment adjacent to Millmerran–Inglewood Road ▶ Interface with Millmerran–Inglewood Road and potential increased travel times due to trains crossing 	<ul style="list-style-type: none"> ▶ School bus operator engagement ▶ General design and timeline questions
20 February 2019 Yelarbon	Information gathering on public road crossings	17	<ul style="list-style-type: none"> ▶ Grade separation at Cunningham Highway and concerns regarding truck speed, grade of ramp, height and noise ▶ Increased travel times to town due to grade separation 	<ul style="list-style-type: none"> ▶ Property values
21 February 2019 Inglewood	Information gathering on public road crossings	11	<ul style="list-style-type: none"> ▶ General design and timeline questions ▶ Location of the study area and questions as to why it does not follow the existing alignment ▶ Postal route 	<ul style="list-style-type: none"> ▶ Truck movements around the forestry ▶ Local business and supplier opportunities
21 February 2019 Pampas	Information gathering on public road crossings	5	<ul style="list-style-type: none"> ▶ Condamine River floodplain crossing solution ▶ Scheduling of consultation activities 	<ul style="list-style-type: none"> ▶ Previous flood consultation ▶ High traffic roads and survey work undertaken by TRC
22 October 2019 Gowrie Junction	Release of Project reference design, discussion of noise impacts and hydrology	35 Note: Joint session with the G2H project. Approx 90% of attendees were primarily interested in G2H.	<ul style="list-style-type: none"> ▶ Noise and vibration ▶ Interest in the location of the alignment for both projects ▶ Request for more information about geotech ▶ Maintaining access to properties ▶ Land resumption and severance 	<ul style="list-style-type: none"> ▶ Stock fencing ▶ Toad diversions and impacts to businesses ▶ Water impacts—registered bores ▶ Condamine River floodplain design ▶ Adjacent landowner requesting more engagement
23 October 2019 Southbrook	Release of Project reference design, discussion of noise impacts and hydrology	11	<ul style="list-style-type: none"> ▶ Land values impacted by the Project ▶ Land severance and agricultural impacts ▶ Project footprint ▶ Noise and vibration impacts 	<ul style="list-style-type: none"> ▶ Water impacts—registered bores ▶ Proposed road changes and safety for road users ▶ Timeframes and milestones for the project ▶ Potential interest in water trading

Details	Purpose	Attendance	Key issues raised	
24 October 2019 Millmerran	Release of Project reference design, discussion of noise impacts and hydrology	32	<ul style="list-style-type: none"> Noise and vibration Alignment Crossing loop locations Non-resident workforce accommodation Road design 	<ul style="list-style-type: none"> Supplier opportunities Quarries EIS process Violet Ant-Blue Butterfly
26 October 2019 Brookstead	Release of Project reference design, discussion of noise impacts and hydrology	20	<ul style="list-style-type: none"> Noise, vibration and mitigation measures Land resumption and severance Condamine River floodplain design 	<ul style="list-style-type: none"> Direct impacts to farming operations Protect native species—Condamine Earless Dragons located in the area Flood modelling and accuracy
26 October 2019 Pittsworth	Release of Project reference design, discussion of noise impacts and hydrology	20	<ul style="list-style-type: none"> Road designs and safety (Tip Road and Gore Highway) Property access concerns Land acquisition Extend crossing loop at Linthorpe Property impacts, values Water and bores Noise and vibration Route selection 	<ul style="list-style-type: none"> Load limits on new road connections Condamine River floodplain crossing Geotechnical investigations Cost of the Project Heights of alignment at Pittsworth Dust impacts Opportunity to work with ARTC Native species, koalas and Condamine Earless Dragon
28 October 2019 Toowoomba	Release of Project reference design, discussion of noise impacts and hydrology	15	<ul style="list-style-type: none"> Condamine River floodplain crossing Design when crossing Dry and Westbrook Creeks Alignment selection Land severance Hydrology improvements over time Water flows for Gowrie Creek 	<ul style="list-style-type: none"> Sidings for businesses to connect to rail Property compensation process Importance of geotechnical data and sharing that information Sponsorship program Local road designs Noise and vibration impacts during construction and operation
28 October 2019 Inglewood	Release of Project reference design, discussion of noise impacts and hydrology	17	<ul style="list-style-type: none"> Noise and vibration Alignment (Millmerran-Inglewood Road) Crossing loop locations 	<ul style="list-style-type: none"> Hydrology—Condamine River and Macintyre River floodplains Consultation Property acquisition process and compensation
29 October 2019 Yelarbon	Release of Project reference design, discussion of noise impacts and hydrology	21	<ul style="list-style-type: none"> Noise and vibration Yelarbon overpass Non-resident workforce accommodation 	<ul style="list-style-type: none"> Crossing loop locations Local road changes

Details	Purpose	Attendance	Key issues raised
30 October 2019 Goondiwindi	Release of Project reference design, discussion of noise impacts and hydrology Joint session with the NS2B project.	22 (approx. 60% of attendees were primarily interested in the NS2B project)	<ul style="list-style-type: none"> ▶ NS2B project—Macintyre River crossing ▶ Yelarbon overpass ▶ Business opportunities ▶ Local road changes
13 February 2021 Brookstead	Draft EIS public notification	9	<ul style="list-style-type: none"> ▶ EIS and submission process ▶ Hydrology ▶ Road–rail interface ▶ Route selection ▶ Noise ▶ Social impacts
13 February 2021 Pittsworth	Draft EIS public notification	13	<ul style="list-style-type: none"> ▶ EIS and submission process ▶ Hydrology ▶ Road–rail interface ▶ Noise ▶ Social impacts ▶ Property impacts ▶ Visual amenity
16 February 2021 Yelarbon	Draft EIS public notification	9	<ul style="list-style-type: none"> ▶ Overview of the EIS ▶ How to make a submission ▶ Noise ▶ Reference design in Yelarbon
17 February 2021 Gowrie Junction	Draft EIS public notification	8	<ul style="list-style-type: none"> ▶ Overview of the EIS ▶ How to make a submission ▶ G2H Project update ▶ Route selection ▶ Flooding ▶ Roads ▶ Impacts ▶ Contacts
18 February 2021 Southbrook	Draft EIS public notification	23	<ul style="list-style-type: none"> ▶ Overview of the EIS ▶ How to make a submission ▶ Hydrology ▶ Road, rail and bridge design ▶ Noise ▶ Social impacts ▶ Property impacts ▶ Visual amenity ▶ Flora and fauna impacts
19 February 2021 Goondiwindi	Draft EIS public notification	1	<ul style="list-style-type: none"> ▶ Overview of the EIS ▶ How to make a submission ▶ Economic opportunities
20 February 2021 Inglewood	Draft EIS public notification	10	<ul style="list-style-type: none"> ▶ Overview of the EIS ▶ How to make a submission ▶ Road, rail and bridge design ▶ Noise ▶ Social impacts ▶ property impacts
20 February 2021 Millmerran	Draft EIS public notification	6	<ul style="list-style-type: none"> ▶ Overview of the EIS ▶ How to make a submission ▶ Hydrology ▶ Road, rail and bridge design ▶ Noise ▶ Social impacts ▶ Property impacts

Details	Purpose	Attendance	Key issues raised	
14 April 2021 Yelarbon	Noise presentation – Yelarbon	25	<ul style="list-style-type: none"> ▶ General Project update ▶ Reference design for B2G 	<ul style="list-style-type: none"> ▶ Noise ▶ Potential mitigations
31 August 2021 Yelarbon	Non-resident workers' accommodation presentation	18	<ul style="list-style-type: none"> ▶ General Project update ▶ Overview of non-resident workers' accommodation 	<ul style="list-style-type: none"> ▶ Overview of locations
21 September 2021 Inglewood	Non-resident workers' accommodation presentation	25	<ul style="list-style-type: none"> ▶ General Project update ▶ Overview of non-resident workers' accommodation 	<ul style="list-style-type: none"> ▶ Overview of locations
12 October 2021 Yelarbon	General Project update	19	<ul style="list-style-type: none"> ▶ General Project update 	
13 October 2021 Turallin	Turallin non-resident workers' accommodation presentation	28	<ul style="list-style-type: none"> ▶ Roads and traffic ▶ Emergency services ▶ Flooding ▶ Community 	<ul style="list-style-type: none"> ▶ Site selection ▶ Millmerran alignment consultation
8 February 2022 Yelarbon	General Project update	12	<ul style="list-style-type: none"> ▶ General Project update 	
22 March 2022 Goondiwindi	Macintyre River Floodplain Model	12	<ul style="list-style-type: none"> ▶ General Project overview ▶ Macintyre River Floodplain development 	
24 March 2022 Goondiwindi	Workforce development event	63	<ul style="list-style-type: none"> ▶ General Project overview ▶ Business opportunities 	<ul style="list-style-type: none"> ▶ Business capability requirements ▶ How to tender for the Project
18 January 2023	Ecology workshop	36	<ul style="list-style-type: none"> ▶ Koala Management Plan ▶ Fauna Management Plan 	<ul style="list-style-type: none"> ▶ Fauna Connectivity Strategy
16 March 2023	Soils workshop	21	<ul style="list-style-type: none"> ▶ Black Soil Geotechnical Investigation Results ▶ Earthworks Design 	<ul style="list-style-type: none"> ▶ Trial embankment works ▶ Soil Conservation Plans (SCPs)

4.6.3 Community events

ARTC recognises that broader engagement with key community and environmental groups is critical to understanding broader community concerns; as such, ARTC attends and presents to community meetings that have a broad range of interest groups represented. One example is the regular attendance at the Yelarbon CCC (YCCC), where attendees include:

- ▶ GRC
- ▶ QPS
- ▶ Queensland Education (Yelarbon State School)
- ▶ Yelarbon Men's Shed
- ▶ Yelarbon Recreation Association
- ▶ Yelarbon Hall Restoration Committee
- ▶ Soldiers Memorial Hall
- ▶ Yelarbon Residents Action Group.

Attendance at major public events is also a key component of the Project's engagement program. Displays at public events are outlined in Table E-35.

TABLE E-35 STAFFED PROJECT INFORMATION DISPLAYS

Location	Dates	Number of enquiries
Toowoomba, FarmFest	5–7 June 2018	102
	4–6 June 2019	724
	7–9 June 2022	650
	6-8 June 2023	535
Millmerran Show	2 March 2019	66
	27 February 2021	85
	4-5 March 2023	52
Inglewood Show	6 March 2019	18
	13 March 2021	22
	18 March 2023	14
Toowoomba Show	29–30 March 2019	316
	16–18 April 2021	296
	25–26 March 2022	175
	30 March – 1 April 2023	650
Goondiwindi Show	3–4 May 2019	25
	30 April–1 May 2021	56
	29–30 April 2022	67
	29-30 April 2023	120
Pittsworth Show	6 March 2021	32
	March 2023	38

4.6.4 Community pop-up stalls

A series of pop-up stalls were held for general community outreach to support the EIS process and continue to inform key stakeholders, landowners, and the local community of Project updates. Spread along the alignment, a total of 79 pop up stalls were held between February 2020 and December 2023. This included discussions with stakeholders about changes to the reference design, key stakeholder concerns and the revised draft EIS approvals process. This also provided an opportunity for the local community along the alignment to access Project team officers in the same way that local Toowoomba residents can access the Toowoomba Office. Table E-36 provides details of the community pop up stalls from February 2020 to December 2023.

TABLE E-36 POP-UP COMMUNITY INFORMATION STALLS

Location	Dates	Number of enquiries
Millmerran	3 February 2020	2
Goondiwindi	4 February 2020	1
Pittsworth	4 March 2020	12
Pittsworth	24 June 2020	11
Pittsworth	8 July 2020	12
Pittsworth	22 July 2020	16
Pittsworth	5 August 2020	9
Pittsworth	19 August 2020	10
Pittsworth	2 September 2020	8
Pittsworth	16 September 2020	11
Gowrie Junction	18 September 2020	4
Pittsworth	30 September 2020	14
Millmerran	7 October 2020	8
Pittsworth	14 October 2020	12
Millmerran	21 October 2020	6
Pittsworth	28 October 2020	22
Millmerran	4 November 2020	18
Pittsworth	11 November 2020	11
Millmerran	18 November 2020	8
Pittsworth	25 November 2020	6
Millmerran	2 December 2020	15
Pittsworth	9 December 2020	7
Millmerran	16 December 2020	12
Millmerran	27 January 2021	6
Pittsworth	3 February 2021	8
Millmerran	24 February 2021	10
Pittsworth	3 March 2021	8
Millmerran	10 March 2021	10
Pittsworth	17 March 2021	11
Millmerran	24 March 2021	15
Pittsworth	31 March 2021	22
Millmerran	7 April 2021	13
Pittsworth	14 April 2021	9
Millmerran	21 April 2021	12
Pittsworth	28 April 2021	22
Millmerran	5 May 2021	15
Pittsworth	12 May 2021	10
Millmerran	19 May 2021	13
Pittsworth	26 May 2021	10
Millmerran	2 June 2021	6
Pittsworth	12 June 2021	8
Millmerran	24 August 2022	15
Pampas	13 September 2022	4
Inglewood	16 September 2022	32
Brookstead	20 September 2022	4

Location	Dates	Number of enquiries
Biddeston	21 September 2022	10
Southbrook	13 October 2022	0
Millmerran	19 October 2022	17
Inglewood	26 October 2022	25
Pittsworth	16 November 2022	20
Millmerran	23 November 2022	10
Gowrie	26 November 2022	35
Pampas	7 December 2022	0
Pittsworth	1 February 2023	8
Inglewood	15 February 2023	25
Millmerran	24 February 2023	8
Biddestone	22 March 2023	6
Pittsworth	5 April 2023	9
Pampas	12 April 2023	1
Inglewood	19 April 2023	10
Millmerran	2 May 2023	0
Charlton	10 May 2023	1
Kingsthorpe	17 May 2023	4
Brookstead	24 May 2023	8
Inglewood	14 June 2023	6
Southbrook	21 June 2023	0
Millmerran	28 June 2023	10
Pittsworth	5 July 2023	9
Brookstead	12 July 2023	0
Charlton	19 July 2023	0
Millmerran	26 July 2023	4
Pampas	2 August 2023	3
Inglewood	16 August 2023	8
Millmerran	23 August 2023	8
Kingsthorpe	30 August 2023	6
Pittsworth	6 September 2023	6
Brookstead	13 September 2023	2
Millmerran	20 September 2023	6
Inglewood	25 October 2023	5

4.6.5 Industry meetings

In addition to the information sessions hosted by ARTC, the team staffed display stands at many local events and regularly attended local community meetings as participants or presenters. This broad community engagement approach will be ongoing throughout the development of reference and detailed design, and Project team members will continue to regularly attend local community events.

ARTC held the 2019 Inland Rail Conference in Toowoomba. With the theme 'Connecting Regions, Building Australia', the conference was attended by 460 people, and focused on how this nationally significant infrastructure project will transform the movement of freight in Australia.

The Inland Rail Conference featured presentations from a range of key operators, contractors, customers, suppliers and senior government stakeholders. Participants explored multiple facets of this nationally significant freight rail infrastructure project and set out the actions needed to ensure local communities, consumers, producers, freight operators and the Australian economy derive the full benefits of Inland Rail, both during the construction stage and once it is operational.

ARTC has also given numerous separate presentations to industry, business and community groups. These presentations provided information about Project scope, impacts and opportunities. They also provided opportunity for the groups to ask questions and provide feedback on the Project. This engagement with community, industry and business is ongoing. Additionally, ARTC has provided Project update presentations to universities and forums by invitation.

To date, ARTC has attended meetings with, or presented to, the following groups:

- ▶ Southern Queensland Landscapes
- ▶ Pittsworth Landcare Group
- ▶ Economic Development Officer forum
- ▶ TAFE Centre of Excellence focus group
- ▶ RDA regional issues forum
- ▶ Toowoomba Probus
- ▶ DITCRD forums to discuss regional benefits and infrastructure investment program
- ▶ Darling Downs and South Western Queensland Council of Mayors
- ▶ Murray Darling Association
- ▶ Millmerran Commerce and Progress Association
- ▶ Toowoomba Chamber of Commerce
- ▶ Toowoomba and Surat Basin Enterprise
- ▶ University of the Third Age
- ▶ Goondiwindi Chamber of Commerce
- ▶ Inglewood Community Advisory Network (CAN) Meeting
- ▶ Goondiwindi Rotary Club
- ▶ Goondiwindi Apex
- ▶ Goondiwindi Men's Shed
- ▶ Mt Kent Observatory (University of Southern Queensland)

4.6.6 Social Pinpoint interactive map

An interactive map of the Project has been available on the Inland Rail B2G webpage from 6 December 2018. This online tool allows community members to view the Project design and pin comments to specific locations: maps.inlandrail.com.au/.

The initial version of the map was live between 6 December 2018 and 27 September 2019 and showed the focused area of investigation. It sought to gather community feedback to input to the EIS and Project reference design. During this time, 265 comments were added to the map.

In February 2019, road and travel feedback points were placed on the 74 roads intersected by the focused area of investigation. The feedback points allowed concentrated feedback on vehicle types, movements and frequency for each specific road.

Between February and September 2019, 129 comments were placed on feedback points in relation to roads. Approximately 74 per cent of these comments were received in February during targeted consultation about local road usage throughout the B2G area. Feedback received during consultation sessions was documented by the Project team using the feedback points, contributing to the 129 comments recorded. This feedback was considered in designing public road crossings.

On 27 September 2019, an updated interactive map—featuring the Project reference design, including the proposed alignment, public road–rail crossings and crossing loops—was launched. Between September 2019 and September 2023, 9191 comments were added to the map.

Details of the comments made to the interactive map between February 2019 to December 2023 are shown in Table E-37.

TABLE E-37 INTERACTIVE MAP COMMENTS

Marker comment type	Count
Road & travel	129
Road & transport	49
Alignment	31
Social & economic	18
General	33
Environment	6
Flooding	5
Noise & vibration	12
Property	12
Total comments	295

Example of the interactive map is shown in Figure E-8 and Figure E-9 below.

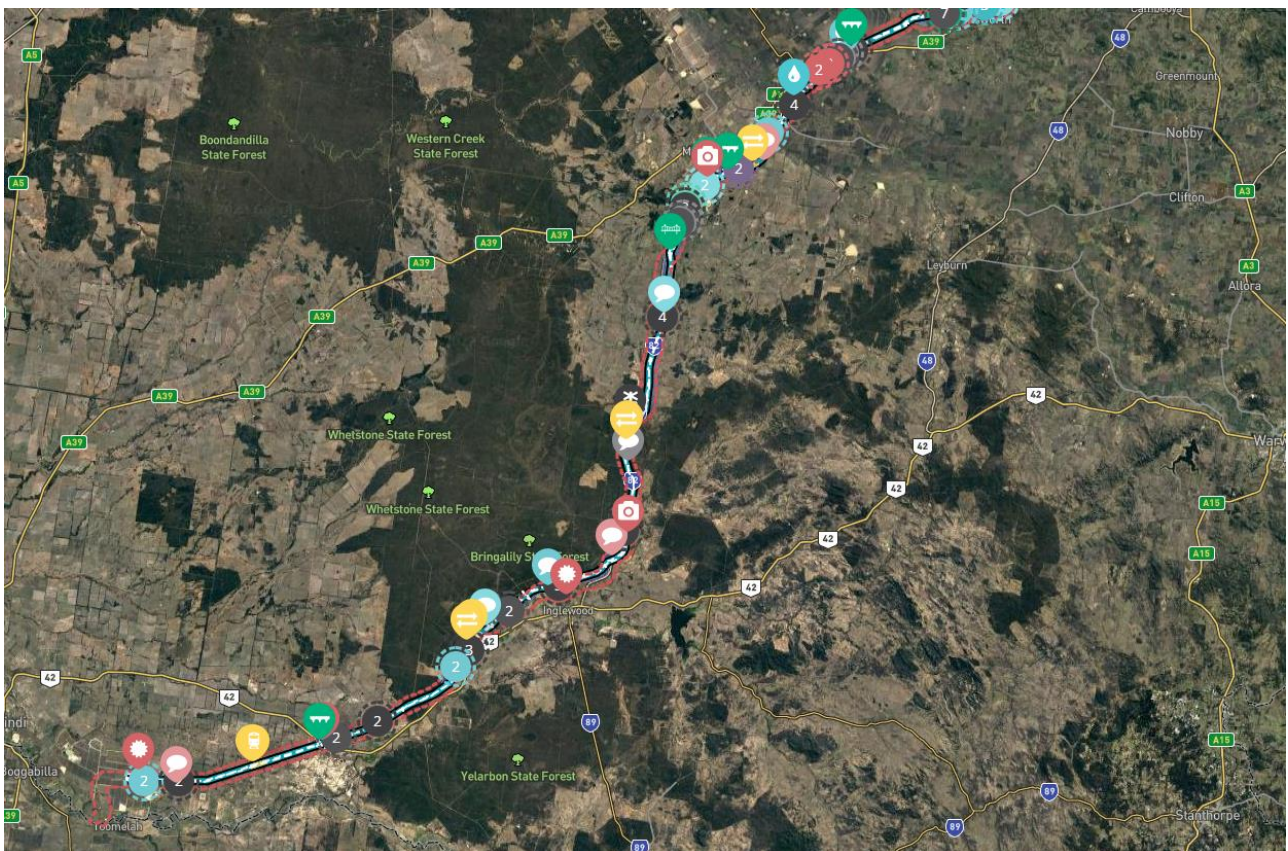


FIGURE E-8 SOCIAL PINPOINT INTERACTIVE MAP

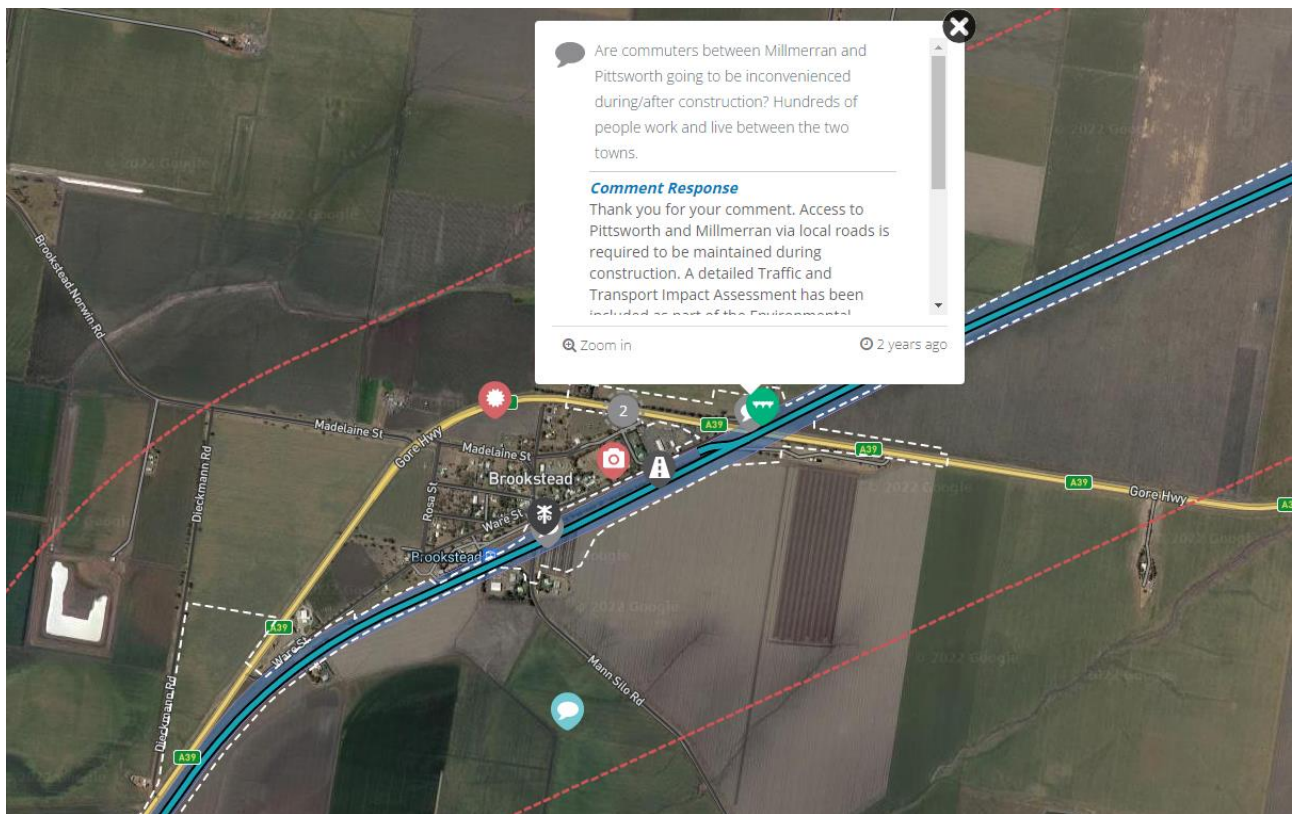


FIGURE E-9 EXAMPLE OF STAKEHOLDER INTERACTION ON SOCIAL PINPOINT

4.6.7 Feedback forms

Printed feedback forms were made available at all community information sessions to capture feedback from stakeholders about the Project. From September 2017 to 29 November 2019, 129 feedback forms were received on the Project. From Q2 2020, due to COVID-safe protocols, ARTC moved from paper-based feedback forms to online feedback via interactive mapping. During the public notification of the draft EIS between January and May 2021, feedback was encouraged via formal submissions to the OCG.

4.6.8 Community survey

ARTC conducted two types of surveys: a community survey to inform the SIA and an ongoing quarterly engagement survey, which targets a sample of residents along the entire Inland Rail alignment, to provide input to continuous improvement in stakeholder engagement.

Community surveys informing SIA and SIMP

An initial SIA-scoping community survey was undertaken to identify community concerns to be considered in the SIA scope. A total of 121 people participated, which was not a statistically valid sample of the SIA study area's total population but provided valuable insights into local community characteristics and views. The survey specifically sought input from landowners, community members, business owners and community organisations in the Toowoomba and Goondiwindi LGAs. Further details on the SIA-scoping community survey are available in Appendix X: Social Impact Assessment, Section 6.3.2.

A second survey, *Living in Place*, was conducted in 2022 to inform the Social Performance program and to better understand the community's views on wellbeing and liveability. The data from this survey highlights the attributes that residents believe makes somewhere a good place to live, for example, a feeling of safety, a sense of community and a lack of road congestion.

A pilot survey of 2,500 residents across six Queensland LGAs was collected between April and May 2022. Results informed the 'Inland Rail Overall Liveability Index', which across the IR Project area is lower than the Australian average and geographic benchmarks. The survey found that the main concerns relate to immediate day-to-day household economics (cost of living, price of housing) and community demand for improved fundamental services such as housing, healthcare and education. The survey and results will be explored in consultation with councils and for potential use in Project SIMP monitoring programs, and to strengthen engagement and collaboration to work on liveability and wellbeing.

Stakeholder engagement survey

The engagement survey was piloted in mid-2021 and has been conducted quarterly. The survey gathers feedback on ARTC's communication and engagement with communities along the alignment; the perception of the Inland Rail Program and individual projects; and the quality, accuracy and frequency of communications and interactions. The most recent survey, as of December 2023, was emailed to 99,200 residents registered in Consultation Manager, with a 4.8 per cent response rate.

These survey results reported that:

- ▶ ARTC's performance on engagement and interactions resulted in 54 per cent of respondents saying they were treated with respect and 38 per cent reporting that ARTC was responsive to requests and queries.
- ▶ Email is currently the most common method for engagement, and the preferred method moving forward; however, there is also a desire for more face-to-face engagement (info sessions, meetings and CCCs)
- ▶ The top key issues of concern were addressing noise, no timeline provided, and lack of communication/information. ARTC will take these results into consideration when planning future stakeholder engagement programs as part of the continuous improvement cycle.

5. Consultation outcomes

Due to the extensive Project area, numerous engineering, planning and environmental technical aspects in the EIS need to be investigated. Consultation has been undertaken with a cross-section of stakeholders to share information and receive feedback on multiple specific technical studies and assessments to prepare the revised draft EIS, including:

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

This consultation was undertaken to create Project awareness, source feedback and validation of findings, address concerns, iterate the design where required, and mitigate risks. Outcomes from this stakeholder consultation have been addressed within the revised draft EIS, helping inform technical study methodologies, validate data, inform route alignment, improve Project delivery mechanisms, and allow the Project team to more accurately assess impacts and identify appropriate mitigation measures.

Focused technical engagement is ongoing and covers the following areas:

- ▶ Directly impacted landowner consultation on alignment development
- ▶ Land acquisition
- ▶ Hydrology and flooding
- ▶ Noise
- ▶ Traffic, transport, emergency access and road–rail interfaces
- ▶ Indigenous stakeholder consultation
- ▶ State forest revocation process
- ▶ Development of the draft SIA
- ▶ Economic impact assessment
- ▶ Non-resident workforce accommodation
- ▶ Groundwater assessment
- ▶ Construction water
- ▶ Utilities/engineering interfaces
- ▶ Fauna connectivity
- ▶ Development of the draft Koala Management Plan.

5.1 Alignment selection and landowner consultation

The rail alignment has been intentionally located to use the existing South Western Line and Millmerran Branch Line rail corridors where possible, minimising the extent of lots to be acquired. Between the NSW/Queensland Border and Gowrie, the permanent footprint encompasses, in whole or in part, approximately 495 properties and 33 easements. Of the lots traversed, the largest proportion are freehold, while other tenures include reserve lots, state forest lots and a state land lot. The construction footprint encompasses, in whole or in part, an additional 86 properties and 9 easements. Chapter 8: Land Use and Tenure provides a detailed description of impacts on land and land uses.

There are approximately 116 individual landowners affected by land acquisition., representing approximately 200 private properties (aggregations of lots). This includes 46 landowners who have more than one lot and/or property affected by acquisition for the Project's permanent footprint. ARTC's engagement approach with landowners directly impacted by the alignment has been to meet one-on-one where possible. In engaging with landowners who would have more than one lot affected by land acquisition, ARTC will:

- ▶ Identify the area of direct impacts (land acquisition) and other potential impacts (e.g. severance of property infrastructure such as fences or water pipelines) on each lot individually
- ▶ Identify the impacts of land acquisition on connectivity or shared use of infrastructure between landowners' adjacent properties
- ▶ With the landowner, develop property-specific management plans (inclusive of each lot affected) that address impacts on individual lots as well as connectivity, fencing, and infrastructure shared between adjacent lots.

Since September 2017, ARTC has led ongoing direct communication and engagement with landowners in the Project study area, including landowners whose properties are predicted to be directly impacted by the Project. Four community sessions were held over three days to give stakeholders the opportunity to ask questions and provide further input for the Project. Due to the amount of interest and attendance, the drop-in sessions evolved into a town-hall style presentation, with community members able to engage with representatives for before and after the presentation for more one-on-one discussions. Sessions were held between 8 March to 10 March 2017 in Millwood, Brookstead, Felton and Southbrook. Further information on the early engagement in the alignment selection is provided in Section 3.4.

Broadly, engagement and communication with landowners has included:

- ▶ Written correspondence providing a Project introduction and announcement of the route selected by the Australian Government
- ▶ Written correspondence requesting access to land for B2G environmental and technical investigations
- ▶ Workshops and landowner meetings to inform the alignment development
- ▶ Invitations to attend community engagement activities (community information sessions, community consultative committee meetings, pop-up consultation stands)
- ▶ Discussions around the alignment development (focused area of investigation) and gathering feedback on land use and property access to inform the design
- ▶ Discussions and gathering feedback on local road usage to inform public road crossing design
- ▶ Notification of the outcomes of hydrology investigations and flood mapping
- ▶ Notification of the Project reference design (proposed rail alignment, Project footprint, crossing loops and road-rail interfaces) and associated environmental impacts, and Project timeframes
- ▶ Draft EIS release and information sessions
- ▶ Property acquisition information
- ▶ Introduction to TMR and offer for one-on-one meetings.

In the Millmerran area, following consultation with local business and community, an alternate alignment has been proposed. The Millmerran Alternate Alignment (MAA) will reduce potential impacts on a major regional businesses and employers for the Millmerran community. See Section 5.16 for more information on the MAA.

ARTC will continue to consult with landowners during future stages of the Project to ensure they are fully informed of the design process and the proposed mitigation measures specific to their respective properties. Property severance and/or loss of land area may affect business operations and therefore the owners' incomes, which will be considered as part of acquisition and compensation agreements.

ARTC will work with individual landowners to accommodate the continuation of current property management activities and access across properties, where possible, in the detailed 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 impacted structures as required and, where relevant, agreed noise mitigation measures.

5.2 Land acquisition engagement

ARTC commenced early engagement with directly affected landowners via letters, community information sessions and landowner meetings in late 2017, with the release of the 2 km-wide preferred Project corridor, as selected by the then Department of Infrastructure and Regional Development (DIRRD). In 2018, ARTC released the 'focused area of investigation', to provide more surety to landowners around direct land impacts. The potential impacts were again refined in September 2019, when the reference design and EIS boundary were released.

The formal compulsory land acquisition process was commenced when the TMR signed a Land Acquisition Deed and in June 2021, the proposed Land Acquisition Boundary (LAB) was confirmed. ARTC's engagement to support land acquisition has involved preliminary phone calls to advise of the land requirement, followed by written confirmation of the land requirement, a meeting with the landowner, community engagement, and meetings with ARTC and TMR, to understand the impacts of the acquisition, explain the acquisition process and discuss options and preferences, as outlined in Table E-38.

Since 2021, together with TMR as the acquiring body, ARTC has engaged with landowners affected by the land acquisition process. All private landowners whose properties have been identified as being directly impacted by the Project (either temporarily during construction or permanently) have been kept up to date on the development of the Project, offered meetings and encouraged to provide feedback. Consultation has been about technical studies and the design development, including information, where relevant, on proposed public road crossing treatments, construction and operational infrastructure, flood modelling and proposed drainage treatments.

As at December 2023, 96 landowners have been consulted on land acquisition, compensation entitlements, and the objection process. The remaining 20 landowners declined to meet with ARTC, did not respond to the meeting request or requested to meet later when land acquisition requirements were more certain. ARTC and TMR have also held discussions with impacted landowners around early acquisition for individuals experiencing hardship.

TABLE E-38 LANDOWNER ACQUISITION ENGAGEMENT PROCESS

Timing	Engagement tools	Purpose	Engagement details
September 2017–February 2018	<ul style="list-style-type: none"> Letters to landowners Community information sessions 	<ul style="list-style-type: none"> Preferred corridor announcement 	<ul style="list-style-type: none"> Direct mail to 1893 landowners 14 community information sessions (721 attendees)
September–December 2018	<ul style="list-style-type: none"> Phone calls Letters to landowners Community information sessions One-on-one meetings 	<ul style="list-style-type: none"> Focused area of investigation 	<ul style="list-style-type: none"> Phone calls <ul style="list-style-type: none"> 569 outbound 149 inbound Direct mail to 249 landowners 187 landowner meetings Eight community information sessions (150 attendees)
September–October 2019	<ul style="list-style-type: none"> Phone calls Letters to landowners Community information sessions One-on-one meetings 	<ul style="list-style-type: none"> Release of reference design and EIS boundary 	<ul style="list-style-type: none"> 214 phone calls Direct mail to 301 landowners (includes multiple land holdings and Government stakeholders) Nine community information sessions (193 attendees) 50 landowner meetings
June 2021–ongoing	<ul style="list-style-type: none"> Phone calls Letters to landowners One-on-one meetings 	<ul style="list-style-type: none"> Compulsory land acquisition process information sessions 	<ul style="list-style-type: none"> Direct mail and follow up calls to 205 landowners As of December 2023, ARTC has engaged with 96 landowners regarding land acquisition, compensation and the objection process Engagement and negotiations underway for landowners seeking early acquisition

5.3 Hydrology and flooding consultation

ARTC developed a five-step flood study engagement framework, to guide consultation and inform preliminary design and flood management across floodplains, shown in Figure E-10. In line with this framework, comprehensive consultation was undertaken to inform the development of engineering and technical options for crossing floodplains along the alignment, including the Condamine River and Macintyre River floodplains. A key component of the hydrology and flooding engagement was to work with local flood specialists and landowners to understand their experience with flood movements, impacts and levels on their properties. In addition to the steps outlined in the framework, ARTC worked with the Independent International Panel of Experts for Flood Studies (the Flood Panel), established by the Australian and Queensland governments, and carried out extensive additional consultation and recalibration of the flood modelling.



FIGURE E-10 ARTC'S FLOOD MODEL ENGAGEMENT FRAMEWORK

Consultation included one-on-one meetings, and a series of workshops with landowners and other stakeholders to obtain photographic records and anecdotal evidence of existing flooding impacts and extents. Additionally, community consultation sessions and open CCC meetings allowed opportunities for all interested and affected stakeholders to provide input into the revised draft EIS and reference design. Landholders along the alignment, including in the Condamine River and Macintyre River floodplains shared their experiences during major flooding events.

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.

ARTC also supported the request from landowners and the SDDCCC to appoint an independent flooding expert to assess the suitability of the flood model in July 2018 and shared the model and technical information requested.

5.3.1 Independent International Panel of Experts for Flood Studies (Flood Panel)

In June 2020, the Australian Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) and the Queensland Department of Transport and Main Roads (TMR) jointly established the Flood Panel to provide advice on the flood models and structural designs developed by ARTC for Inland Rail in Queensland.

The Flood Panel released its draft report on 25 March 2021, and final report in October 2022. On 13 April 2021, they met at an open community meeting with the IDDCCC and the SDDCCC in Millmerran to provide an overview of their draft report. On 18 November, the Panel addressed the community again through the CCCs to provide an update on their draft report and findings.

Following the release of the final report and as part of additional assessment and studies conducted for this revised draft EIS, ARTC has assessed all local catchments against the new Flood Impact Objectives (FIOs). The FIOs determine the acceptable parameters within which the project can change or increase the existing flood conditions, including afflux, time of inundation, velocity, hazard and flow directions.

In October 2022, ARTC undertook consultation with all landowners that were shown to have the highest exceedances to the FIOs, in order to discuss these potential impacts and allow ARTC to develop mitigations specific to each area or property. A total of 96 private landowners have been identified for this consultation program, as outlined in Table E-39. Property-specific impacts were identified during the consultation sessions with the potentially impacted landowners (e.g. access, property specific observations and constraints) and the results recorded for incorporation when mitigations are applied in detailed design along with FIO application. Further details on the FIOs and mitigation measures are provided in Chapter 14: Flooding and Geomorphology.

TABLE E-39 HYDROLOGY CONSULTATION PROGRAM

Proposed location	Number of impacted private landowners	Rail chainage covered
Southbrook	15 (plus 6 ARTC properties)	166.6 km–208.2 km
Millmerran	33 (plus 1 ARTC property)	103.6 km–166.6 km
Inglewood	15 (plus 1 ARTC property)	56.8 km–103.6 km
Yelarbon	33	20.6 km (NS2B)–103.6 km

Specific consultation has also been held with the Yelarbon community and GRC about the works to augment and enhance the Yelarbon levee. Stakeholder concerns included:

- ▶ Diverting water away from Yelarbon Lagoon (located at the Yelarbon Caravan Park)
- ▶ Maintaining the ability to walk on the levee
- ▶ Designing for a potential 1% AEP flood immunity
- ▶ Considering upgrades required to the Cunningham Highway
- ▶ Maintaining the existing area of the Yelarbon sporting ground
- ▶ Mitigating potential negative visual impact and any impact on the community during the construction of the levee.

At GRC's request, ARTC completed preliminary investigations into the viability of upgrading the current design to meet a 1% AEP flood immunity. These investigations determined there would be a negative flood impact on the adjacent landowners outside the levee and require significant additional land to construct. The findings were presented to GRC in September 2022, and ARTC confirmed that they will design the levee to ensure there is a non-worsening of peak flood levels, including a 1% AEP flood event, with a 100-year design life. ARTC will continue to develop the detailed design for the Yelarbon levee enhancement works in consultation with the Yelarbon community, Yelarbon CCC, Yelarbon Recreational Group and GRC to ensure negative impacts can be mitigated where possible.

5.3.2 Condamine River floodplain consultation

In late October 2017, as a result of community and stakeholder feedback received during early engagement and community meetings, the Australian Government and ARTC committed to prioritising the assessment of engineering and technical options for crossing the Condamine River floodplain within the study area.

ARTC commenced a comprehensive engagement program to inform the development of the Condamine River floodplain flood model and crossing solution. A summary of the engagement is shown in Table E-40 and has also been reflected in Chapter 14: Flooding and Geomorphology and Appendix T1 and T2: Hydrology and Flooding Technical Report Volume 1 and 2.

ARTC Condamine River floodplain stakeholder engagement aimed to:

- ▶ Inform community members about the proposed Condamine River floodplain crossing study methodology
- ▶ Advise community members about opportunities to provide input and timeframes for consultation
- ▶ Gather local knowledge on flood behaviour, ground conditions and ecology
- ▶ Create confidence in the accuracy of flood modelling by demonstrating how the model reflects existing flooding conditions
- ▶ Gain acceptance and support for the methodology and modelling results by demonstrating how stakeholder inputs were incorporated
- ▶ Gather insight on what changes to existing flood levels and flows would be acceptable to landowners towards identifying draft option/s for consultation and informing development of the optimal solution

- ▶ Inform stakeholders about how the Condamine River floodplain crossing solution fits into the broader B2G planning and approvals process
- ▶ Inform stakeholders about the Condamine River floodplain crossing design and how stakeholder input influenced design.

Engagement tools and activities included:

- ▶ One-on-one engagement with landowners and community members via meetings, phone and email
- ▶ Community information sessions
- ▶ Briefings to elected representatives and local councils
- ▶ Presentations to the CCCs
- ▶ Articles in the Project newsletter and e-News
- ▶ On the ARTC Inland Rail website.

In October 2018, the SDDCCC appointed independent advisor, Dr John Macintosh from Water Solutions Pty Ltd to carry out an independent review of the Condamine River floodplain hydrology model. ARTC financially supported this work, and outcomes of the review include:

- ▶ The primary purpose of the modelling is to quantify the expected changes in flood characteristics attributed to the Project
- ▶ The Condamine modelling can be used as a basis to inform on expected flooding impacts, with a high degree of confidence
- ▶ ARTC's policy to apply modelled changes in flood levels to landowner observations reflects the precautionary principle and is best practice
- ▶ The model is fit for purpose at this stage of the design development.

Consultation outcomes and reference design

Key expert stakeholder and local community feedback has informed the proposed Condamine River floodplain crossing design. The proposed design remains within the existing rail corridor, and includes:

- ▶ Building four bridges (6.2 km total bridge length)
- ▶ Constructing approximately 600 reinforced concrete culvert cells (900 mm–2.1 m in diameter) at 83 locations
- ▶ Extending the proposed bridge over the North Branch by approximately 250 m north
- ▶ Moving the proposed Yandilla rail bridge further south and combining with the proposed Grasstree Creek bridge
- ▶ Increasing the number of proposed culverts near the Yandilla grain silos to ensure the drainage channel to the south of the silos has enough culverts to convey flood water
- ▶ One-on-one consultation to discuss mitigation measures with landowners for impacted properties.

Table E-40 summarises the stakeholder consultation from April 2018, which guided and informed the development of the reference design and revised draft EIS. As part of additional assessment and studies conducted for this revised draft EIS, ARTC has assessed all local catchments against the new FIOs. These results are reported in Chapter 14: Flooding and Geomorphology. In October 2022, ARTC identified and consulted with landowners in local and regional catchments that were shown to have exceedances to the FIOs, in order to discuss these potential impacts and allow ARTC to develop mitigations.

TABLE E-40 CONDAMINE RIVER FLOODPLAIN STAKEHOLDER ENGAGEMENT

Timing	Focus	Engagement summary	Issues raised
April–May 2018	<ul style="list-style-type: none"> ▶ The flooding and hydrology team held meetings with landowners on the floodplain to gather first-hand knowledge of flood behaviour ▶ Broad community consultation on methodology for developing solution 	<ul style="list-style-type: none"> ▶ 17 landowner meetings ▶ 48 attendees at community consultative committee meetings (members and observers) ▶ 65 attendees at community information sessions 	<ul style="list-style-type: none"> ▶ Concerns about concept design ▶ Historic flood events ▶ Importance of considering local knowledge ▶ Concerns about impacts to properties that may occur as a result of increased flood levels
June–Aug 2018	<ul style="list-style-type: none"> ▶ Flood model calibration and validation against 2010 and 1991 events ▶ Surveyed historic flood markers on private properties to calibrate the flood model ▶ The flooding and hydrology team held meetings with landowners to validate flood model. This process included reviewing more than 400 photos and videos of historic flood events. 	<ul style="list-style-type: none"> ▶ 39 historic flood markers surveyed ▶ 15 landowner meetings ▶ 58 attendees at community consultative committee meetings (members and observers) ▶ 20 attendees at community information sessions 	<ul style="list-style-type: none"> ▶ Concerns about concept design ▶ Historic flood events ▶ Importance of considering local knowledge ▶ Concerns about impacts to properties that may occur as a result of increased flood levels
Oct–Nov 2018	<ul style="list-style-type: none"> ▶ The flooding and hydrology team held meetings with landowners whose properties were predicted to experience changed flood behaviour with preliminary solution ▶ Broad community consultation on preliminary solution 	<ul style="list-style-type: none"> ▶ 22 landowner meetings ▶ 41 attendees at community information sessions ▶ 29 attendees at community consultative committee meetings (members and observers) 	<ul style="list-style-type: none"> ▶ Concerns about accuracy of flood model and preliminary design solution ▶ Concerns about impacts to properties that may occur as a result of increased flood levels
Dec 2018–Aug 2019	<ul style="list-style-type: none"> ▶ Team surveyed additional flood markers and calibrated model against 2013 event ▶ Ongoing consultation with landowners and independent hydrologists to update flood model 	<ul style="list-style-type: none"> ▶ 11 historic flood markers surveyed ▶ 5 properties surveyed for finished flood heights 	<ul style="list-style-type: none"> ▶ Concerns about accuracy of flood model and preliminary design solution ▶ Concerns about impacts to properties that may occur as a result of increased flood levels
Sept–Oct 2019	<ul style="list-style-type: none"> ▶ The flooding and hydrology team held meetings with landowners whose properties were predicted to experience changed flood behaviour with proposed solution ▶ Broad community consultation on proposed solution 	<ul style="list-style-type: none"> ▶ 8 landowner meetings ▶ 1 property surveyed for finished floor heights ▶ 52 attendees at community information sessions ▶ 23 attendees at community consultative committee meetings (members and observers) 	<ul style="list-style-type: none"> ▶ Concerns about accuracy of flood model and proposed design solution ▶ Concerns about impacts to properties that may occur as a result of increased flood levels
June 2020–July 2021	<ul style="list-style-type: none"> ▶ Condamine River floodplain focused engagement during this period was led by the Independent Flood Panel and supported by ARTC. 	<ul style="list-style-type: none"> ▶ Refer to the draft Flood Panel Report 	<ul style="list-style-type: none"> ▶ Refer to the draft Flood Panel report

Timing	Focus	Engagement summary	Issues raised
May–August 2021	<ul style="list-style-type: none"> In line with the recommendations of the Flood Panel, the flooding and hydrology team held additional landowner meetings and surveyed properties to expand the footprint of the flood model, and to calibrate the model to additional gauges 	<ul style="list-style-type: none"> 2 landowner meetings 170 lots surveyed Condamine River floodplain landowners were offered one-on-one meetings Joint IDDCCC and SDDCCC meeting Regional outreach sessions in Millmerran and Pittsworth 	<ul style="list-style-type: none"> Concerns about impacts to properties that may occur as a result of increased flood levels Concerns about erosion and scour protection Concerns about velocity controls
September 2021–ongoing	<ul style="list-style-type: none"> Finalisation of the Flood Panel Report Aerial footage obtained at each significant weather event to further inform hydrological models 	<ul style="list-style-type: none"> Updates at IDD and SDDCCC meetings One-on-one landowner consultation 	<ul style="list-style-type: none"> Awaiting final Independent Flood Panel report, expected mid-2022
June 2022	<ul style="list-style-type: none"> Hydrology impact on soils on the floodplain Update on significant additional surveys and assessments conducted to update the revised draft EIS 	<ul style="list-style-type: none"> Meeting with Darling Downs Soil Conservation Group (DDSCG), Southern Queensland Landscapes, TRC, DoR, DES, and OCG 	<ul style="list-style-type: none"> Updated cross-drainage design not feasible for viaduct, main flow areas still crossed by bridges. Concern with debris from cultivation blocking culverts Planned maintenance procedures to be provided Concentrated water flow effect on cropping and farming operations Follow up workshop to cover geotechnical components raised in this engagement.
October 2022	<ul style="list-style-type: none"> Engagement with key stakeholders and landowners about the new FIOs 	<ul style="list-style-type: none"> One-on-one consultation with 96 landowners identified as having potential exceedance on their property/ies Landowners who declined to meet will continue to be offered an opportunity to meet throughout 2022 	<ul style="list-style-type: none"> Key themes identified during consultation included: <ul style="list-style-type: none"> appreciation toward the hydrology update validation that the model reflected their 'in paddock' experience understanding that discussions, including mitigation designs, will be ongoing during detailed design The consultation provided additional information on property use within the FIO exceedance area (e.g. cropping/grazing/ recreation) and identification of existing scour and erosion issues on the property.

Key stakeholder groups

Since 2017, ARTC has engaged with the Millmerran Rail Group (MRG) on corridor selection, alignment development and design of Condamine River floodplain crossings. MRG has also provided feedback on the reference design as well as providing detailed local and historical knowledge of flooding events and water flows. ARTC, its principal environmental advisors, and flood modelling experts have engaged with MRG on several occasions on the flood modelling being undertaken as part of developing the reference design route for Inland Rail. ARTC actively sought from MRG members photographic and anecdotal evidence relating to previous flood events to help improve the accuracy of the flood models being developed. In early 2020, MRC called for further examination of an Inland Rail route via the state forest area and then crossing the Condamine River floodplain to Cecil Plains, which led to the Australian Government commissioning the Cecil Plains route review in May 2020. The routes were reviewed against the selected Inland Rail route to assess their ability to meet the business case requirements, including transit time, reliability, cost competitiveness and availability. MRG has also been involved in discussions about impact on businesses and communities and the Millmerran Alternate Alignment, outlined in Section 5.16. ARTC will continue to engage with MRC as a key stakeholder and advocacy group in the region.

In June 2022, additional engagement with the Darling Downs Soil Conservation Group and Southern Queensland Landscapes, TRC, DoR, DES and OCG was undertaken to provide an opportunity for input into design and mitigation measures proposed in revised draft EIS. ARTC provided an update on the significant additional surveys and assessments undertaken to support the revised draft EIS and design, including the Soil Assessment Report and the results of the Flood Panel report. Stakeholders provided feedback on concerns with planned maintenance programs, design of viaducts, bridges and culverts and the impact of concentrated water flow on cropping and farming operations. This engagement is ongoing, with an additional engagement session undertaken in March 2023.

5.3.3 Macintyre River flood model development

The crossing of the Macintyre River floodplain continues to be a significant community concern. ARTC has completed extensive consultation relating to the Macintyre River flood model development.

ARTC Macintyre River flood model development aims to:

- ▶ Seek feedback and inputs on the Macintyre River floodplain hydrology model from key stakeholders
- ▶ Verify the calibration against historic flood events reflects all available information including community inputs
- ▶ Seek endorsement that the hydrology model is suitable to use as a design tool for the alignment
- ▶ Present ARTC's proposed mitigation measures to directly affected landowners prior to EIS submission
- ▶ Proactively seek feedback from directly affected landowners to incorporate into the EIS
- ▶ Continue to provide the community with additional information in relation to ARTC's flood immunity criteria for designing the crossing solution as the design progresses
- ▶ Build confidence in the feasibility design of the alignment.

Community consultation was undertaken at key milestones of the study in alignment with ARTC's flood study engagement framework. This has included:

- ▶ Data collection
- ▶ Feedback on hydrologic and hydraulic modelling calibration results
- ▶ Periodic updates to the community via e-News and community sessions
- ▶ Updates on flood modelling progress at CCC meetings
- ▶ Phone calls and emails to key individual landowners
- ▶ Feedback on design flood modelling results—community feedback on preliminary design solutions have been used to make a number of design modifications
- ▶ One-on-one consultation with landowners affected by changes in flooding behaviour—this information has been considered as part of the EIS process.

Throughout the development of, and consultation around, the Macintyre River floodplain model and design development, various engagement tools were used to disseminate information. These tools included:

- ▶ Presentations at CCC meetings
- ▶ Presentations to Goondiwindi, Gwydir and Moree Plains Shire Councils

- ▶ One-on-one meetings with directly affected landowners and interested community members
- ▶ Six technical flood model workshops involving:
 - ▶ Office of Environment and Heritage (OEH)
 - ▶ Goondiwindi, Gwydir and Moree Plains councils
 - ▶ DITCRD
 - ▶ TfNSW
- ▶ Local flood specialists (community recommended)
- ▶ Directly affected landowners and interested community members
- ▶ Community drop-in sessions in North Star, Toomelah, Boggabilla and Goondiwindi
- ▶ Social PinPoint, interactive mapping tool
- ▶ E-News.

Information collected during the consultation sessions was used to inform and develop the hydrologic models and provide verification of the performance of each model.

In addition to the community information and engagement sessions, input was sought from key landowners during the flood model calibration process on a one-to-one basis in relation to historical flood events. A number of site meetings were conducted with landowners within major floodplains upstream and downstream of the proposed rail crossing to gather further anecdotal flood data, which was used to improve the modelling validation process.

One-on-one meetings have been held with a number of landowners to discuss the impacts on the flooding regime associated with the proposed rail line. The one-on-one landowner meetings were used to discuss:

- ▶ Existing 1% AEP flood depths
- ▶ Predicted 1% AEP changes in peak water levels
- ▶ Change in time of inundation
- ▶ Change in velocity
- ▶ Potential impacts to houses and other infrastructure
- ▶ Potential mitigation options, including raising floor levels, bunding/levee banks and/or acquisition.

Stakeholder engagement meetings that were conducted to discuss potential flood impacts on state- and council-controlled assets include meetings with TfNSW, MPSC, GSC, GRC, MDBA and OEH.

Issues raised by key stakeholders included:

- ▶ Existing landform (levee banks) not being reflected in model
- ▶ Concerns around the OEH model being used to develop the Macintyre River flood model
- ▶ The reference design changing water flow paths and velocities
- ▶ The reference design causing afflux in Goondiwindi
- ▶ The reference design causing afflux in Toomelah
- ▶ Too much risk associated with proposed alignment
- ▶ ARTC have not consulted with local flood specialists during Phase 1
- ▶ Structures proposed near Whalan Creek not providing sufficient permeation to allow for peak water flood levels to flow down Whalan Creek
- ▶ Water being forced into the Macintyre River causing flooding in Goondiwindi
- ▶ Inadequate weightings allowed for flooding in the multi-criteria analysis (MCA).

In response to these concerns, ARTC agreed to facilitate a number of technical flood model workshops and to engage recommended local flood specialists. The workshops and local flood specialists were used to further verify the calibration of the flood model against historic events and to seek endorsement that the flood model is a suitable design tool. As a result of these partnerships with local stakeholders, councils and hydrology working groups, flood modelling capability and accuracy has increased significantly.

As a result of design changes made due to stakeholder input, the grouping and sizing of some culverts have been modified from the reference design to address stricter Quantitative Design Limits (QDLs) set by DPE and updated flood events (above the typical 1% AEP design event). This means that banks of 20–30 culverts have been proposed as number of pockets of culverts (approximately 4–6) with more space between each pocket. This will lower outlet velocity to meet the QDLs and reduce the risk of scour at culverts. Additionally, ground treatments and at-property treatments have also been proposed.

To date, ARTC has hosted six technical flood workshops between April 2019 and April 2021. During the first technical workshop held in April 2019, it was identified that the existing landform used to develop the reference design; in particular, the levee bank heights along the Macintyre River floodplain, did not reflect the current landform of the floodplain. It was agreed, however, once the landform data had been updated, that the Macintyre River flood model was a suitable design tool.

During the June 2019 technical workshop, ARTC invited representatives from the three local councils, local flood specialists and the OEH to further verify the calibrations of the flood model. It was acknowledged at this workshop that the developed flood model (including updated LiDAR data) is a suitable design tool.



PHOTOGRAPH E-1 TECHNICAL FLOOD MODEL WORKSHOP, JUNE 2019

At the November 2019 workshop, ARTC presented the extended Macintyre River flood model to participants seeking feedback on the size of the extension and to further verify the calibration of the flood model against historic flood events. It was agreed the model extension was sufficient and successfully reflected the historic flood events. In addition to presenting this information, ARTC presented extracted cross-sectional flow data information from the 1976 flood event and completed a number of hypothetical 1976 flood event scenarios to further test and validate the Macintyre flood model. This information was provided to the participants seeking their feedback and input.

In February 2020, ARTC held the fifth flood workshop where we presented the findings of the updated LiDAR surveys and the impact they have had on both alignment options; the proposed alignment and option A. The cost comparison between the two alignment options was presented and additional comments and feedback were received. During this workshop, it was also demonstrated that there is no risk to public safety associated with the proposed alignment, and that it was cheaper to construct, met the requirements of the ARTC Inland Rail Service Offering and Business Case, and had been developed in accordance with ARTC's flood immunity criteria and flooding parameters. ARTC acknowledged that members of the community were not supportive of the alignment decision and still preferred option A for the proposed crossing location.

In March 2020, GRC approached ARTC and requested support for an independent review of the Macintyre River Floodplain. ARTC agreed to this request and, in July 2020, facilitated an independent review of the model. The review found a number of issues and identified that the Macintyre River flood model did not incorporate the Australian Rainfall and Runoff (AR&R) 2019 guiding principles. Through consultation with GRC and DPIE, it was decided that the Macintyre River flood model would be updated to incorporate the AR&R 2019 guiding principles.

In April 2021, ARTC held the sixth flood workshop where the updated model was presented to the NS2B community. Feedback received was very supportive from the local LGAs, DITCRD and TfNSW; however, many of the directly affected landowners still did not accept the model as being fit for purpose. The draft North Star to NSW/Queensland Border Preferred Infrastructure Report Models Review (supplementary report on review of the B2G EIS) was publicly released via the TMR's website in August 2021.

Their draft findings concluded: ‘*The review has indicated that the model is potentially fit for purpose for the EIS process and to inform the reference design and the mitigation of impacts, subject to response and clarification for the identified issues.*’ They also found that the updated model comprehensively addressed the concerns raised in the GRC independent review. ARTC has responded to identified issues raised in the draft report (11 in total) and the Independent Flood Panel have completed their report based on this response. As at October 2022, the report is undergoing governmental review prior to release.

The mitigation activities ARTC have completed in response to issues relating to crossing the Macintyre River floodplain are presented in Table E-41.

TABLE E-41 MACINTYRE RIVER FLOOD MODEL DEVELOPMENT CONSULTATION

Timing and activity	Topics discussed	Issues raised/ feedback received	Outcomes
Phase 1	Alignment selection—Macintyre crossing location	<ul style="list-style-type: none"> Community not consulted during crossing selection Concerns around flooding and crossing location Too much risk associated with crossing location Alignment should follow the existing Boggabilla track 	<ul style="list-style-type: none"> ARTC completed 6 face-to-face meetings, three community drop-in sessions, Toomelah Local Aboriginal Land Council meeting and three council meetings These campaigns involved seeking information from the community to confirm the modelling findings MCA Phase One route alignment strategy made publicly available on the ARTC Inland Rail NS2B website D1 was selected through the ARTC Inland Rail MCA process Option A was recognised as the preferred community alignment within the MCA ARTC are guided by the same flood immunity criteria regardless of which route is selected ARTC implemented an education campaign to help the community better understand the flood immunity criteria
EIS scoping	Preliminary Macintyre floodplain crossing design	<ul style="list-style-type: none"> Community not consulted during crossing selection Concerns around flooding and crossing location Too much risk associated with crossing location Alignment should follow the existing Boggabilla track Concerns around the OEH's model and data used to develop the NS2B project flood model Impacts of flooding as a result of levee bank heights in the area Impacts of proposal on waterflow paths, velocities and afflux levels Impacts to farming operation due to flooding Impact of proposal on in-flows to irrigators 	<ul style="list-style-type: none"> ARTC completed seven face-to-face meetings, three CCC meetings, three council presentations, six community drop-in meetings and Toomelah Local Aboriginal Land Council meeting during the preliminary Macintyre crossing design stage Technical flood workshops engaging three recommended local flood specialists Feedback received from technical flood workshop was incorporated into the flood model and preliminary design April–June 2019 ARTC runs specialised engagement campaigns about the hydrology modelling ARTC will continue to work with landowners concerned with hydrology throughout the detailed design, construction and operational stages of the Project ARTC will continue to work with directly impacted landowners affected by the alignment throughout the detailed design, construction and operational stages of the Project Education program on flood immunity design criteria that has been used to develop the feasibility design MCA Phase Two route alignment strategy made publicly available on the ARTC Inland Rail NS2B webpage Monthly e-News implemented to further disseminate information around the MCA process and review, flood modelling updates, technical documents available on the Inland Rail NS2B webpage

Timing and activity	Topics discussed	Issues raised/ feedback received	Outcomes
Reference design	Macintyre floodplain crossing solution	<ul style="list-style-type: none"> ▶ Raised concerns around the economic impact between option A and D1 ▶ Economic opportunities lost due to Option D1 alignment ▶ Perceived flood impacts 	<ul style="list-style-type: none"> ▶ ARTC completed seven face-to-face meetings and design correspondence, Toomelah LALC meeting and three council presentations, two CCC meetings, two community information sessions ▶ One technical workshop to present findings of additional investigations and to close out the alignment selection ▶ Monthly e-News implemented to further disseminate information around the MCA process and review, flood modelling updates, technical documents available on the ARTC Inland Rail NS2B webpage
Public notification stage	Macintyre River flood model	<ul style="list-style-type: none"> ▶ GRC raised concerns about the accuracy of the flood model ▶ GRC requested an independent review 	<ul style="list-style-type: none"> ▶ Facilitated an independent review of the Macintyre River Flood model ▶ Incorporated feedback from the review ▶ Incorporated feedback from the Independent Panel of Experts ▶ Presented the updated model to the community and sought feedback
Preferred Infrastructure report	Macintyre floodplain crossing solution	<ul style="list-style-type: none"> ▶ Minimal concerns regarding the FMOs, the updated flood modelling, potential flood impacts predicted for their individual properties and the predicted exceedances to the FMOs caused by the alignment. ▶ Several landowners expressed a desire to work with the project to investigate alternate 'at property' solutions to mitigate the flooding impacts, which potentially may improve the current flooding conditions 	<ul style="list-style-type: none"> ▶ Adopted the 1976 flood event as the design event ▶ Presented the flooding impacts to directly affected landowners and interested community members. This included afflux changes, time of inundation, changes in velocities, cumulative impacts ▶ Commenced preliminary property acquisition consultation

ARTC has consulted with the local community; captured and incorporated community feedback; provided more information when requested; completed a series of drop-in sessions; technical working group sessions; implemented e-newsletters to assist with flood information distribution; uploaded information onto the ARTC Inland Rail NS2B webpage; presented at local council and CCC meetings; uploaded the focused area of investigation onto the NS2B interactive map and continued to respond to 1800 calls and community emails as required. ARTC has extended the Macintyre flood model to incorporate Goondiwindi, updated the LiDAR data and completed 1976 flood event hypothetical scenarios at the requests of the community, to further test and validate the Macintyre flood model.

ARTC has facilitated an independent review of the Macintyre River flood model; updated the flood model to incorporate the 2019 guiding principles; supported the Independent Panel of Experts to complete their review; adopted the 1976 flood event as the design event for the Project; and has continued to meet regularly with key stakeholders including the directly affected landowners.

In summary, ARTC has completed a comprehensive consultation package to the community, providing the community with more information and certainty around the flood model and Macintyre floodplain crossing solution. ARTC has clearly demonstrated how the flood model has been developed, verified and calibrated against historic events, how community feedback has been incorporated to further enhance the Macintyre floodplain model and reference design, and has successfully demonstrated that there is no risk to public safety with the proposed alignment. ARTC has clearly explained how the reference design has been developed in accordance with Inland Rail's flood immunity criteria and flooding parameters.

ARTC will continue to work with landowners, local council, OEH and local flood specialists through detailed design to build confidence in the Macintyre River flood model and the Project's reference design.

5.4 Water consultation

Water is a key interest in the community and consultation about ground and surface water has been underway since 2019. This has involved sharing information about predicted potential impacts to water in the region, seeking to understand how water is currently used by landowners, and identifying sources of water for construction. Landowners have provided information about their individual use of water and shared their local knowledge in regard to surface and groundwater. This engagement is summarised in Table E-42.

Key themes of water impact assessment engagement include:

- ▶ Changes to groundwater
- ▶ Quantity of water required for construction
- ▶ Concerns about long-term impacts and requests for ongoing groundwater monitoring
- ▶ Concerns about impacts outside of the Project footprint
- ▶ Impact to landowner's water assets, allocations, and licences
- ▶ Requests to sell water to the Project
- ▶ Ability to maintain access to water across the Project corridor
- ▶ Concerns on pre-construction conditions and how we are completing baseline assessments
- ▶ How to prove a construction impact on a groundwater bore.

TABLE E-42 WATER IMPACT ENGAGEMENT WITH LANDOWNERS AND COMMUNITY

Engagement	Objective	Engagement details		
CCCs	<p>Provided a groundwater methodology and potential impacts presentation</p> <p>Answered community questions about groundwater methodology and potential impacts</p> <p>A construction methodology presentation, including water requirement and water sourcing for the Project, was provided to both the IDD and SDD committee members</p>	<ul style="list-style-type: none"> ▶ IDCCCC meeting (17 September 2019) in Pittsworth with 14 members and approximately 100 observers ▶ IDCCCC representative closed meeting about groundwater (4 February 2020) with 4 attendees ▶ IDCCCC meeting (5 December 2019) in Gowrie Junction with 11 members, 12 observers ▶ SDDCCC meeting (28 July 2020) in Yelarbon with 12 members, 6 observers ▶ SDDCCC meeting (26 October 2020) in Goondiwindi with 8 members and 6 observers ▶ October 2020—construction presentation emailed to IDCCCC and SDDCCC committee members 		
Community information sessions	Discussion about groundwater methodology and potential impacts	<p>Community information sessions included:</p> <ul style="list-style-type: none"> ▶ 22 October 2019, in Gowrie Junction with 35 attendees ▶ 23 October 2019, in Southbrook with 11 attendees ▶ 24 October 2019, in Millmerran with 32 attendees ▶ 26 October 2019, in Brookstead with 20 attendees ▶ 26 October 2019, in Pittsworth with 20 attendees ▶ 28 October 2019, in Toowoomba with 15 attendees ▶ 28 October 2019, in Inglewood with 17 attendees ▶ 29 October 2019, in Yelarbon with 21 attendees ▶ 30 October 2019, in Goondiwindi with 22 attendees 		
Newspaper advertisements	To advertise the IDCCCC and SDDCCC meetings and information sessions	4 September– 14 September 2019	Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Notice of CCC meeting—IDD and SDD
		2 October– 9 October 2019	Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Chair's Summary—IDCCCC
		9 October– 19 October 2019	Goondiwindi Argus (2), Macintyre Gazette (2), Toowoomba Chronicle (2), Pittsworth Sentinel (2)	Community information sessions
e-News	Provided information about potential sources of water for the project	e-News distributed on 29 November 2019, sent to 1,843 email addresses, opened 786 times and 243 click throughs		

Engagement	Objective	Engagement details
State Government consultation	To provide information about potential sources of water for the project and potential water impacts	<p>EIS forums for State Government were held on:</p> <ul style="list-style-type: none"> ▶ 15–16 August 2019 ▶ 27 September 2019 ▶ 11 September 2019 ▶ 3 September 2019 ▶ 9 October 2019
	Consultation with DRDMW	Additional meeting with DRDMW to inform revised draft EIS was held in 2022
Facebook advertising	To advertise information sessions	Ten days of advertising from 12 to 22 October, 2019
Community surveys	To provide information on local privately-owned water assets, including the number and location of groundwater bores within the Project footprint	<p>Initial water asset survey was conducted to identify and map all water assets including bores, dams, creeks and waterways within the Project's footprint.</p> <p>Subsequent groundwater bore survey in 2022 was used to identify registered and unregistered groundwater bores that may be impacted during construction and operation</p>

5.4.1 Groundwater bores

To manage the risk of the impact of the Project on water assets owned by landowners within the Project's footprint, an initial water asset survey was conducted in 2020. Landowners, willing to participate, within the Project footprint are contacted via phone or in person to confirm their key water assets, including bores, dams, creeks and waterways. Information on the details and location of water assets was mapped. The water asset survey was promoted via e-news, website and within CCC meetings where members were asked to encourage community participation.

An additional groundwater bore survey was conducted between December 2021 and April 2022 to identify all registered and unregistered bores that are potentially impacted by the Project. The survey identified three unregistered groundwater bores within the Project footprint. Data was collected via an online survey and was used to verify DRDMW's data on the location and use of bores. The survey comprised:

- ▶ 179 individual landowners were contacted by phone, email and post to conduct the survey
- ▶ 74 surveys were completed
- ▶ QR confirmed no groundwater bores were located within the temporary Project footprint
- ▶ Three unregistered bores were identified through the survey process (two in the permanent Project footprint and one in the temporary Project footprint)
- ▶ 35 respondents said they were open to baseline assessment, a visit from the hydrology team for baseline bore assessment and discussion of installation of a bore logger if appropriate.

Results of the survey have been used to inform ARTC's make-good process for any impaired groundwater bores, which will be assessed and delivered on a case-by-case basis in consultation with groundwater users. Consultation has commenced with these stakeholders and will be ongoing throughout detailed design and property acquisition. Refer to Chapter 15: Groundwater, section 15.7 for further details on the landowner bore make-good process and ARTC's approach to managing water assets impacted by the Project.

On 19 May 2022, ARTC consulted with DRDMW regarding accessibility, quality and quantity of water supply options and proposed make-good arrangements. Details of engagement with DRDMW are detailed in Section 4.2.3. ARTC commits to future engagement with stakeholders, including councils and landowners regarding the management of groundwater and wastewater including options for treatment, reuse and disposal during detailed design and construction.

5.4.2 Construction water consultation

Construction site activities will generate demand for water of varying quantity and quality. Sourcing water is critical to supporting the construction program for the Project. Sources of construction water will be finalised as the construction approach is refined during detailed design.

During development of the reference design and the EIS, ARTC has engaged with numerous stakeholders in relation to the Project's construction water requirements and to identify a number of water sources. Table E-43 outlines the engagement conducted with potential water suppliers. The outcomes of this consultation have provided ARTC with a host of potential source managers and suppliers who, in principle, are prepared to sell water for the construction of the Project. This has informed the Project reference design, with commercial arrangements to supply water for construction to be negotiated during detailed design and construction. Further information on the strategy to secure construction water for the Project is outlined in Chapter 5: Project Description.

Assessment of the suitability of each source will be conducted by ARTC as part of the detailed design and pre-construction stage. Further detail, including the maximum volumes that may be available from each identified source, is provided in Chapter 5: Project Description.

TABLE E-43 CONSTRUCTION WATER ENGAGEMENT

Timing	Focus	Engagement summary	Issues raised	EIS response
January 2019 September 2020	Engagement with DNRME, landowners, government agencies, water asset owners, IDDCCC and SDDCCC about potential construction water demands and opportunities for supply	<ul style="list-style-type: none"> ▶ DNRME attendance at EIS government agency forums in Toowoomba held 15–16 August 2019 and Brisbane held 9–10 October 2019 ▶ Meeting held with DNRME 25 February 2020 to discuss water trading and licensing requirements ▶ DNRME attendance at CCC meetings held 4 September 2018, 8 November 2018, 17 September 2019, 5 May 2020, 23 June 2020 and 25 August 2020 ▶ DNRME presentation at CCC meeting held 5 May 2020 ▶ Telephone discussions/meetings with landowners interested in water trading ▶ Meeting held with Sunwater 7 September 2020 ▶ TRC meeting held 9 September 2020 ▶ GRC meetings held 30 October 2019 and 11 September 2020 ▶ Telephone discussion with Dumaresq-Barwon Border Rivers Commission held 10 September 2020 ▶ Meeting with RuralCo Water 22 September 2020 ▶ TRC meeting held 28 October 2020 ▶ GRC meeting held 9 November 2020 ▶ Telephone discussion with DNRME held 3 November 2020 to discuss water sourcing for construction of the Project 	<p>Licensing and water trading arrangements under Water Plan (Border Rivers and Moonie) 2019 include:</p> <ul style="list-style-type: none"> ▶ Queensland Border Rivers–Moonie Water Resource Plan ▶ Water Plan (Condamine and Balonne) 2019 ▶ Condamine–Balonne Water Resource Plan ▶ Great Artesian Basin and other regional aquifers water plan ▶ Water Plan (Great Artesian Basin and Other Regional Aquifers) 2017 ▶ Permanent sale or seasonal allocation of water entitlements ▶ DNRME preference for water extraction from existing sustainable water entitlements in accordance with water and water resource plans ▶ Registration of interest for parties interested in water trading ▶ Potential water trading opportunities Leslie Dam and downstream (Lemon Tree Weir, Yarramalong Weir, Talgai Weir and Coolmunda Dam (Whetstone Weir and Ben Dor Weir) ▶ Potential council water sourcing opportunities ▶ Groundwater resources available subject to supply contracts 	<ul style="list-style-type: none"> ▶ Confirmation the Project will require access to water during construction for earthworks, conditioning of material, maintenance, concrete batching and dust suppression ▶ Construction water requirements will be confirmed through the construction approach refinement process, and a construction water strategy will be developed as a component of the Construction Management Plan, in consultation with DES, GRC, TRC, Sunwater, other relevant bulk water suppliers and potentially impacted landowners and community groups. ▶ Extraction and water harvesting will be minimised by adopting water-efficient design and procedures ▶ Construction water requirements (quantity and quality) identified by activity in Chapter 5: Project Description ▶ Estimated construction water use over time documented in Chapter 5: Project Description ▶ Estimated water demand and potential surface water storage within proximity to the Project alignment documented in Chapter 5: Project Description ▶ Proposed water sources identified in Chapter 5: Project Description confirmed through stakeholder engagement

Timing	Focus	Engagement summary	Issues raised	EIS response
			<ul style="list-style-type: none"> ▶ Water trading ▶ Identification of TRC water sourcing opportunities including Wetalla sewage treatment plant and access to licensed bores ▶ Identification of GRC partnering opportunities to secure water sources 	<ul style="list-style-type: none"> ▶ Proponent commitment to work with state government departments, local councils and landowners to secure sustainable water sources for construction of the Project ▶ Construction water rights will be obtained from water markets subject to water management protocols under the relevant water plans or water permits, subject to an application process under the <i>Water Act 2000</i> (Qld) ▶ Licences, approvals and agreements to access water from sources identified in the finalised construction water strategy will be obtained. These may include water licences under the <i>Water Act 2000</i> and/or access agreements with bulk water suppliers or private landowners. (Chapter 3: Legislation and Project Approvals Process)
December 2020–September 2021	Inglewood construction water	<ul style="list-style-type: none"> ▶ Correspondence with GRC regarding potential installation of a ground water bore near Inglewood ▶ Discussion at monthly meetings with GRC (from December 2020) 	<ul style="list-style-type: none"> ▶ Opportunity for a legacy bore to be established near Inglewood, which could service the construction stage and drought-proof the Inglewood community 	<ul style="list-style-type: none"> ▶ Commitment to GRC that ARTC will support the installation of a groundwater bore near Inglewood, providing a: <ul style="list-style-type: none"> ▶ shared water source between GRC, Inglewood community and the Project during construction ▶ positive legacy for the Inglewood community as it will help drought-proof the Inglewood township

Timing	Focus	Engagement summary	Issues raised	EIS response
September 2021	Engagement with water asset owners and landowners about revised potential construction water demands and opportunities for supply	▶ Meeting with New Hope	▶ Discussed water requirements of the Project and water available for construction. Noted 600 ML/annum may be available for purchase	▶ Noted available water for consideration to meet requirements at time of construction
		▶ Correspondence with QGC/Shell	▶ Letter sent to express interest in water from recycled water from Coal Seam Gas water ponds	▶ Commercial arrangement to supply water for construction will be negotiated during construction
		▶ Discussion with Millmerran Power	▶ Confirmed interest in the supply of allocation of 600 ML/annum of recycled effluent from TRC	▶ Commercial arrangement to supply water for construction will be negotiated during construction
		▶ Discussion with Sunwater	▶ Noted no change from previous discussion regarding the options to obtain water	▶ Commercial arrangement to supply water for construction will be negotiated during construction
May 2022	DRDMW, DES and OCG	▶ Meeting to discuss Project construction water supply	▶ Watercourse verification ▶ Groundwater survey	▶ Ongoing consultation during detailed design to further refine construction water strategy
Ongoing	Continued engagement with water asset owners and landowners through detailed design regarding construction water demand and opportunities for supply	▶ Sunwater ▶ Water brokers ▶ Recycled water providers ▶ Private licensed sources	▶ Continue to monitor issues and solutions	▶ Demonstration that, even if a percentage of available sources are accessible (e.g. for climatic reasons) that enough water volume will be available to support construction needs.

The full details of construction water requirements, schedule for demand and potential sources of water identified to meet demand is included in Chapter 5: Project Description.

5.5 Traffic and transport consultation

Regular, detailed consultation is ongoing with all traffic and transport key stakeholders, including TRC, GRC, TMR, DoE, as well as with local schools (including Brookstead, Yelarbon and Southbrook Central state schools), emergency services, local road users, and the wider community.

The following stakeholders have provided input into the reference design and mitigation measures for traffic and transport matters, and will continue to be engaged throughout detailed design to ensure their concerns and specific requirements are considered, including:

- ▶ A regular working group with TMR and local councils, to discuss the road and rail network, construction traffic management, and expectations with regards to temporary and permanent road network changes (see Section 4.2.3.3). Fortnightly meetings with TMR will be ongoing for the life of the Project.
- ▶ The DoE and the Brookstead, Yelarbon and Southbrook Central state schools, to discuss noise, vibration, heavy vehicle movement, accessibility, and temporary and permanent changes to bus routes
- ▶ The Toowoomba Regional Access and Disability Advisory Committee, to guide engagement with vulnerable road users, including people who are differently abled or with disabilities, to manage and mitigate, where possible, the potential impacts of the Project
- ▶ Consultation with active transport users and representative groups, including the Queensland Regional Active and Public Transport Advisory Committee (RAPTAC) and the Toowoomba Regional Bicycle Users Group (TRBUG) is ongoing to ensure active transport corridors are considered, and active transport users, including cyclists and walkers, are informed at each stage regarding changes to access and roads.

As a result of engagement and the consultation process, additional investigations and assessments were undertaken to better inform the reference design and development of the revised draft EIS, including:

- ▶ Additional road traffic surveys to ensure accuracy of the data used and to validate the Traffic Impact Assessment
- ▶ Additional road traffic surveys and studies to validate recommended rail crossing treatments
- ▶ Technical design requirements to inform revised concept design for road–rail interfaces
- ▶ Future road planning requirements, such as future road widenings planned by TMR for a section of the Gore Highway.

ARTC will continue to consult with landowners during future stages of the Project to ensure they are fully informed of the design and the proposed mitigation measures specific to their respective properties. ARTC commits to continue to consult with potentially impacted landowners through the detailed design and construction planning process, and agree on outcomes to minimise property access impacts. This includes where property access adjoins state and LGRs. The construction and operational stage provision of suitable private property access will form a component of property-specific management agreements developed in consultation with landowners.

5.5.1 Road–rail interfaces

ARTC delivered a comprehensive communication and engagement program to engage with key stakeholders, landowners and the community regarding the development of the proposed public road–rail interface solutions for the Project.

The engagement was delivered in two key stages. The first involved gathering information about the existing road network from road managers and local users, and the second involved sharing information about the proposed solutions and gaining stakeholder responses to feedback into reference design and mitigation measures. This engagement was carried out through:

- ▶ Landowner meetings
- ▶ Site and property visits
- ▶ CCC meetings
- ▶ Technical working group meetings with road managers
- ▶ Community information sessions
- ▶ Social Impact Assessment community survey and workshops
- ▶ Social Pinpoint, an interactive mapping tool.

This engagement is detailed in Table E-44 and, in several sections of the alignment, stakeholder feedback from landowners, road users, emergency service providers and local councils has resulted in changes to the reference design. Section 4.1.5 details examples where stakeholder input has been incorporated into key changes to road–rail interface treatments.

TABLE E-44 ROAD–RAIL INTERFACE ENGAGEMENT OUTCOMES

Timing	Focus	Engagement summary	Issues raised	Outcomes
November 2018–March 2019	<ul style="list-style-type: none"> ▶ Engagement with key stakeholders to gather information about how they use the public roads in their local area ▶ Stakeholders included landowners, government agencies, road authorities, community groups and community members ▶ Understanding how diversions, additional journey time, crossing wait times and local road closures could potentially affect individual stakeholders' journeys, property access and other impacts 	<ul style="list-style-type: none"> ▶ Community notification flyer advising opportunities to provide community feedback (approx. 10,000 residents) ▶ Posters (45 locations in key towns in the B2G footprint) ▶ e-News (2,098 recipients) ▶ Emails to peak bodies (86 groups contacted) ▶ Facebook advertising (182 clicks, reach of 7,397 people) ▶ Radio interview ▶ Eight drop-in sessions, with 150 attendees ▶ Directly affected landowner meetings (83) ▶ Targeted calls to landowners near potential road changes (133) ▶ Eight community information sessions, with 150 attendees ▶ Government agency engagement ▶ Peak body/community group engagement ▶ Interactive map ▶ Pop-up consultation stands—eight sessions with 94 attendees ▶ Four CCC meetings ▶ Targeted community workshop 	<ul style="list-style-type: none"> ▶ Impacts on property operation ▶ Width and height of crossings—need to cross large farming equipment ▶ Impacts on travel times ▶ Safety ▶ Impacts on school bus and transport routes ▶ Preference for fewer level crossings 	<ul style="list-style-type: none"> ▶ Landowner feedback incorporated into active and passive level crossing locations. Specific temporary measures to be implemented during construction to be negotiated with landowners during detailed design and resolved prior to commencing construction ▶ Specific design solutions relating to format, width and height of occupational crossings to be negotiated with landowners during detailed design ▶ Initial consultation impacts on travel times discussed with landowners, bus companies, local governments, TMR and TransLink was a key input into reference design road reconfigurations ▶ Type and location of road–rail interfaces determined by ALCAM modelling. ▶ Local and long-haul bus services to incorporate updated travel times into timetables. Further consultation with TransLink during detailed design to address key messaging on temporary and permanent road traffic solutions ▶ Type and location of road–rail interfaces assessed using ALCAM ▶ Short-stacking general arrangements

Timing	Focus	Engagement summary	Issues raised	Outcomes
September–October 2019	<ul style="list-style-type: none"> Present proposed road–rail interface solutions Seek feedback on proposed solutions and input into mitigation measures and design changes Engagement with key stakeholders, landowners, government agencies, road authorities, community groups and community members 	<ul style="list-style-type: none"> Community update newsletter—distributed to 5,000 residents Six area fact sheets Public road consolidation/changes maps—online and available in community information sessions Three e-News issues Elected representative meetings Directly affected landowner engagement—214 calls, 174 emails, mail out of letter and map 301 landowners, 50 meetings Two CCC meetings Interactive map (Social Pinpoint) Government agency and council briefings Six industry and community group briefings Nine community information sessions 	<ul style="list-style-type: none"> Feedback on proposed interfaces Impacts on property operation and land values Width and height of crossings—needs to be able to cross large farming equipment Impacts on travel times Safety Impacts on school bus and transport routes Preference for fewer level crossings 	<ul style="list-style-type: none"> Landowner feedback incorporated into active and passive level crossing locations. Specific temporary measures to be implemented during construction to be negotiated with landowners during detailed design and resolved prior to commencing construction Specific design solutions relating to format, width and height of occupational crossings to be negotiated with landowners during detailed design Initial consultation impacts on travel times discussed with landowners, bus companies, councils, TMR and TransLink were a key input into reference design road reconfigurations Type and location of road–rail interfaces determined by ALCAM modelling Local and long-haul bus services to incorporate updated travel times into timetables. Further consultation with TransLink during detailed design to address key messaging on temporary and permanent road traffic solutions Type and location of road–rail interfaces determined by ALCAM modelling Short-stacking general arrangements
November 2019	<ul style="list-style-type: none"> ALCAM and level crossing assessment 	<ul style="list-style-type: none"> TMR presentation 	<ul style="list-style-type: none"> Feedback on proposed interfaces 	<ul style="list-style-type: none"> Feedback incorporated into reference design and EIS development (including Traffic Impact Assessment, Project Description)
February 2020	<ul style="list-style-type: none"> ALCAM and level crossing assessment 	<ul style="list-style-type: none"> TRC presentation 	<ul style="list-style-type: none"> Feedback on proposed interfaces 	<ul style="list-style-type: none"> Feedback incorporated into reference design and EIS development (including Traffic Impact Assessment, Project Description)
March 2020	<ul style="list-style-type: none"> ALCAM and level crossing assessment 	<ul style="list-style-type: none"> GRC presentation 	<ul style="list-style-type: none"> Feedback on proposed interfaces 	<ul style="list-style-type: none"> Feedback incorporated into reference design and EIS development (including Traffic Impact Assessment, Project Description)

Timing	Focus	Engagement summary	Issues raised	Outcomes
August–September 2020	▶ TMR and TRC meetings to focus on short-stacking arrangements	<ul style="list-style-type: none"> ▶ Short-stacking general arrangements ▶ Meetings held with TMR and TRC 	<ul style="list-style-type: none"> ▶ Minimum offset to avoid short stacking ▶ Road design vehicle and warrants for turn movements 	<ul style="list-style-type: none"> ▶ ‘In principle’ agreement of reference design general arrangement ▶ Requirements and dimensions to be included in the Minimal Technical Requirements for TMR and TRC and the Project-specific requirements for ARTC’s request for tender
December 2020	▶ Community information session: Brookstead local road design	<ul style="list-style-type: none"> ▶ ARTC hosted a community information session to discuss proposed changes to the Brookstead Road network design to address road safety and technical constraints 	<ul style="list-style-type: none"> ▶ Safety ▶ School bus route impacts ▶ Local connectivity ▶ Truck noise and accessibility 	<ul style="list-style-type: none"> ▶ Feedback from the community is being reviewed in the redesign of Madeleine Street intersection with the Gore Highway to the western end and removal of the proposed extension to the east
May-August 2021	▶ Community information session: Pampas level crossing and local road design	<ul style="list-style-type: none"> ▶ ARTC hosted a community information session to discuss proposed changes to the Pampas Road network design to address road safety and technical constraints ▶ Four one-on-one meetings were held with stakeholders who could not attend in person to capture their input ▶ A detailed six-panel, A4 brochure was produced, and 100 copies were distributed to the Pampas community ▶ Five phone calls and one email were received as a direct result of the brochure ▶ Several direct phone calls were made to follow up key community people impacted by the road design 	<ul style="list-style-type: none"> ▶ New design is a safety improvement ▶ Improved QFES access ▶ Less disruption to residents on northern side of Gore Highway during construction 	<ul style="list-style-type: none"> ▶ The reference design was updated to include the following: <ul style="list-style-type: none"> ▶ active level crossing at Harris Road, utilising the existing Harris Road intersection with the Gore Highway ▶ intersection upgrade at Harris Road to provide left and right turn lanes from the Gore Highway Harris Road realignment involving a skew ▶ across the proposed railway to mitigate noise and visual impacts to properties located south of the new active level crossing ▶ retaining the updated intersection arrangements at Harris Road, Fysh Road and Pampas Pit Road
August 2021	▶ DoR	<ul style="list-style-type: none"> ▶ EIS reference design solution discussed in detail 	<ul style="list-style-type: none"> ▶ Stock route widths currently provisioned are too small ▶ Need to comply with ‘Land Dealings Affecting Stock Routes Policy’ ▶ Impact on South Kurumbul Road 	<ul style="list-style-type: none"> ▶ ARTC updated EIS boundaries

Timing	Focus	Engagement summary	Issues raised	Outcomes
February–April 2022	Athol School Road and Purcell Road	<ul style="list-style-type: none"> ▶ Consultation with impacted landowners, government agencies, local councils, community members, and industry and economic development groups resulted in road network changes designed to increase road user safety and minimise impacts to properties 	<ul style="list-style-type: none"> ▶ Requests to accommodate the movement of large trucks and farming machinery ▶ Concerns about maintaining access to properties ▶ Requests to remove private level crossings and improve safety at road intersections ▶ Sharing information about the types and quantities of road movements ▶ Safe sighting distances at road intersections ▶ Impacts to property values and minimizing property severances ▶ Maintaining access to farming infrastructure and not disrupting business operations ▶ Changes to roads, especially those used frequently by heavy machinery 	<ul style="list-style-type: none"> ▶ A rail-over-road grade separation at Athol School Road, rather than a closure as previously proposed in the draft EIS ▶ Closing Purcell Road at the rail interface, rather than a passive level crossing, increasing safety for the community ▶ A new road and intersection connecting Purcell Road and Athol School Road ▶ Directing motorists to the Athol School Road/Gore Highway intersection for safety run movements ▶ Providing a more direct route to and from Toowoomba via Athol School Road compared to the design proposed in the draft EIS ▶ A solution that seeks to minimise property severance and impacts to dwellings ▶ As a result of community engagement in this area, there is no change proposed for Southbrook–Biddeston Road at Southbrook
June 2022	State forest road–rail interfaces and access	<ul style="list-style-type: none"> ▶ Engagement with DAF, TMR, GRC and OCG to review access impacts and level crossings within the Bringalily and Whetstone state forests 	<ul style="list-style-type: none"> ▶ Existing access and design vehicles need to be maintained where possible 	<ul style="list-style-type: none"> ▶ ARTC and TMR will jointly engagement with impacted stakeholders ▶ ARTC will continue to consult with DAF and QPWS through detailed design to ensure access requirements are met
June 2022	TMR—Yelarbon grade separation and Cunningham Highway design	<ul style="list-style-type: none"> ▶ ARTC presented an updated concept proposal for Yelarbon grade separation, developed to address previous concerns raised by TMR 	<ul style="list-style-type: none"> ▶ Concerns about the geometric road design elements and minimising bridge skew angles 	<ul style="list-style-type: none"> ▶ ARTC provided design drawings and concept detail for formal review by TMR
July 2022	TMR—Millmerran Inglewood Road	<ul style="list-style-type: none"> ▶ ALCAM outcomes on Millmerran Inglewood Road and process overview ▶ ARTC's road rail crossing strategy and risk tool ▶ Assessment for Millmerran Inglewood Road 	<ul style="list-style-type: none"> ▶ Concern around introducing a new greenfield level crossing on the state road network 	<ul style="list-style-type: none"> ▶ ARTC provided ALCAM results and presentation

Timing	Focus	Engagement summary	Issues raised	Outcomes
July 2022	TRC—emergency management, emergency services and evacuation routes	<ul style="list-style-type: none"> ▶ Confirmation of emergency and disaster management process ▶ Confirmation of key contacts to enable ongoing engagement as Project progresses 	<ul style="list-style-type: none"> ▶ Not a simple process to identify evacuation routes due to the variability of factors that impact on the decision making for conducting an evacuation 	<ul style="list-style-type: none"> ▶ Identification of key evacuation centres for communities along the alignment ▶ Understand the appropriate evacuation centre based on proximity, safety and availability.
June—August 2022	DoR and OCG—Stock routes	<ul style="list-style-type: none"> ▶ Discussion of detail of the B2G EIS design solution for all stock route interfaces 	<ul style="list-style-type: none"> ▶ Discussions regarding <ul style="list-style-type: none"> ▶ fencing ▶ level crossings ▶ stock underpasses ▶ minimum stock route widths ▶ stock route returned works contracts ▶ stock route widths currently provisioned are too small. ▶ Need to comply with 'Land Dealings Affecting Stock Routes Policy'. ▶ Impact at South Kurumbul Road 	<ul style="list-style-type: none"> ▶ Further information requested for Kildonan Road, South Kurumbul Road and Yelarbon interfaces ▶ ARTC has updated EIS boundaries to cater for agreed stock route widths
Ongoing	Proposed road–rail interface design treatment	<ul style="list-style-type: none"> ▶ Regular meetings held with TMR, TRC and GRC ▶ Stakeholder concerns and feedback as engagement on revised draft EIS and reference design progresses 	<ul style="list-style-type: none"> ▶ Safety ▶ Technical requirements ▶ Stacking distances ▶ Maintenance requirements ▶ Connectivity ▶ Future proofing ▶ Community concerns 	<ul style="list-style-type: none"> ▶ Further detail of traffic, transport and access can be found in Chapter 20 of this EIS and Appendix AA: Traffic Impact Assessment
Ongoing	QR South Western line interfaces	<ul style="list-style-type: none"> ▶ Regular technical meetings held with GRC and QR 	<ul style="list-style-type: none"> ▶ Stacking distances ▶ Maintenance requirements ▶ Safety ▶ Future proofing 	<ul style="list-style-type: none"> ▶ Further detail of traffic, transport and access can be found in Chapter 20 of this EIS and Appendix AA: Traffic Impact Assessment

5.5.2 Emergency and hazard management

Maintaining access and minimising wait times at crossings for emergency services is a key concern for the community. As such, ARTC has engaged broadly to better understand the risks, refine reference design and ensure any impact to safety or emergency services is minimised. Engagement through local council representatives, community information sessions and CCC meetings has allowed community members and local road users to share information about how they currently use the existing road network and where they experience safety concerns. This engagement also informed the changes to the road–rail interface designs, as detailed in Section 5.5.1.

Agency engagement included meetings with QFES, QPS, and local police stations along the alignment. One-on-one engagement was conducted with the Regional Director of Policing and an ARTC representative attends the District Disaster Management Group and presents Project updates regularly to increase dialogue about the impact of the alignment on emergency services. In 2023, a quarterly B2G Emergency Management Working Group was proposed, comprising senior members from QAS, QFES, QPS and ARTC. These meetings will establish the framework for emergency management across the B2G alignment. Communication protocols operationally within each agency will also be established as part of this process.

QFES stakeholders requested that hazard management measures also consider the arrangement of materials on carriages of transported goods in relation to hazard risk reduction, and engagement with the Chief Inspector of Explosives in July 2022, to ensure this concern is taken into detailed design, construction and operational stages of the Project. This engagement is outlined in Section 4.2.3.2, Table E-18.

Engagement with GRC raised an issue with emergency services in the Bybera Road section of the Project. As such, ARTC has updated the proposed treatment of this intersection to a grade separation, with rail crossing over road, to remove any time impact or access related issues for emergency services.

Bushfire mitigation measures was also a key area of engagement with QFES and DAF in 2021 and 2022. Proposed mitigation measures include:

- ▶ The rail corridor will be designed to be kept clear of woody vegetation, thereby acting as a firebreak in bushfire risk areas, for example in the Whetstone and Bringalily State forests
- ▶ This aspect of design will be supported by consultation with DAF to ensure sufficient access is available for emergency access and firefighting activities
- ▶ A Rail Maintenance Access Road (RMAR) strategy has been developed as part of the design to provide access to the rail corridor during construction and operation for emergency service vehicles. Where provided, the RMAR will be designed to be suitable for use by emergency response vehicles.

Further engagement with the QFES will confirm the location of access tracks that may be affected by the Project's detailed design, and the actions required of the Project in order to ensure firefighters continued access to areas that they are currently able to service.

5.5.3 Stock routes and reserves

The Project interfaces with the State stock route network, which consists of stock routes and reserves in 11 locations. The State stock route network is primarily used by the pastoral industry as:

- ▶ An alternative to transporting stock by rail or road
- ▶ Pasture for emergency adjustment
- ▶ Long-term grazing.

The revised Project reference design has endeavoured to maintain the integrity (connectivity and functionality) of the stock route network. In circumstances where the Project has the potential to impact on existing stock routes, ARTC has consulted with DoR (previously DNRME), TMR, GRC and TRC to identify potential solutions for the treatment of rail and stock interfaces; details of this consultation can be found in Sections 4.2 and 4.3.

Engagement throughout 2020 and 2021 identified stock route crossing points and proposed designs for stock route realignment with these key stakeholders. In 2021, ARTC updated the EIS boundaries to cater for agreed stock route widths. Consultation throughout 2022 and 2023 with key stakeholders has informed changes to the reference design, particularly at the Kildonan Road, South Kurumbul Road, Lovells Crossing Road, Kooroongarra Road, Millmerran-Inglewood Road and Yelarbon interfaces, with the treatments outlined in Table E-45. In the revised reference design, Inland Rail has updated stock route interface designs to accommodate requirements identified by Department of Resources (DoR) and local councils. The design requirements highlighted below have been developed to ensure mitigations measures at each interface facilitate a safe crossing passage for cattle and drovers in an operational context.

Further details of stock route treatments at each specific location are outlined in Chapter 5: Project Description, section 5.4.8.

TABLE E-45 STOCK ROUTE CONSULTATION OUTCOMES

Design consideration	Revised reference design outcome
7.3 m wide minimum stock crossing width	Accepted and incorporated into reference design
Fencing and barriers across the tracks	<p>Fencing will be used to guide cattle over the crossing. The use of gates across the tracks is not an available option under the existing ARTC safety management system. Design of fencing and gates are important to achieve the following objectives:</p> <ul style="list-style-type: none"> ▶ Keeping cattle securely contained ▶ Allow the safe and efficient movement of cattle ▶ Minimise stress and injury to cattle ▶ Minimise ongoing maintenance costs and ▶ Maintain a safe working environment for users. <p>Overall fencing design will consist of posts, cables, top rail, belly rail and a post pot for corrosion protection. Fencing height is still to be agreed in detailed design; however, it's expected to be approximately 1.7 m. Funnel fencing will also be required to move cattle efficiently across the level crossing. The design uses a minimum 10 m wide fencing funnel with entry gates of 7.3 m wide.</p> <p>DoR have identified that at-grade stock crossings present several challenges, which include avoiding cattle entering the rail corridor and preventing cattle injury while attempting to cross large herds of cattle that the level crossing interfaces. High-volume cattle crossings have risk of cattle pressure at any opening in the stock proof fence. During detailed design, a barrier option assessment will be conducted in consultation with DoR. From DoR's perspective, barriers are an important visual and physical control to assist the stock movement in high-stress scenarios to prevent cattle injury.</p>
Holding yards	The revised reference design will cater for holding yards at certain locations, which have been provisioned for a 2 m ² area per head of cattle for the maximum number of stock likely to be handled. The potential heard size ranges from small, localised movements between properties, up to a 1,200 head for the Project area, resulting in a maximum holding yard capacity requirement of 2,400 m ² as agreed with DoR.
Separate stock crossing and vehicle crossing with stock proof barrier	DoR has identified that at-grade stock crossings present several challenges, which include avoiding cattle entering the rail corridor and preventing cattle injury while attempting to cross large herds of cattle that the level crossing interfaces. High-volume cattle crossings have risk of cattle pressure at any opening in the stock-proof fence. During detailed design, a barrier option assessment will be conducted in consultation with DoR. From DoR's perspective, barriers are an important visual and physical control to assist the stock movement under high-stress scenarios to prevent cattle injury.
Minimum 60 m width for new stock corridors (per Land Dealings Affecting Stock Routes Policy)	Accepted and incorporated into reference design

5.6 Noise and vibration consultation

Stakeholder engagement regarding noise and vibration is ongoing, as ARTC continues to progress noise modelling, noise impact assessment and baseline monitoring as part of developing the revised draft EIS and reference design for the Project. Stakeholder engagement regarding noise and vibration has been reported in two sections. Section 5.6.1 details the consultation undertaken with local government and state agencies to inform the methodology and modelling assessment, and Section 5.6.2 details the consultation undertaken with community and individual stakeholders potentially impacted by noise and vibration.

5.6.1 Noise and vibration modelling

Two focused workshops, one with TRC and the other with state agencies, including TRC, TMR, DES and OCG, informed the noise engagement program in 2019. Additional engagement with TMR and OCG, undertaken in April 2022 and in August 2023, has informed ARTC's noise and vibration modelling for the revised draft EIS, including assessments for both construction and operational noise and vibration, following a review of the methodology and basis of assessment by TMR. Comprehensive technical details of these assessments are contained in Appendix V: Noise and Vibration Assessment—Construction and Road Traffic and Appendix W: Noise and Vibration Assessment—Railway Operations.

Ongoing consultation through established working groups with TRC and TMR has continued consultation to inform the methodology and modelling for noise and vibration.

Details of this initial consultation is summarised in Table E-46 and Table E-47.

TABLE E-46 TRC NOISE WORKSHOP 2019

Details	Attendees	Issue raised	EIS response
28 October 2019 Toowoomba	6	Alternatives to blasting	Excavation hammering is considered in the construction noise assessment
		Potential quarrying impacts	The EIS proposes material sourcing options including existing quarries and potential future borrow sites. Material will be sourced from existing, licensed quarries. Where borrow pits are required, the approvals to establish and operate borrow pits will be obtained
		Modelling—engines	<ul style="list-style-type: none"> ▶ Two locomotives for shorter trains ▶ Three locomotives for longer trains
		Modelling—speed	Specific speed profiles used for modelling. Assumes trains stop at passing loops
		Blasting	Blasting, for deep cuts, is also considered in the B2G EIS
		Modelling—existing traffic	Existing train movements accounted for in brownfield sections to determine the change effect
		Modelling—train terminals	No terminals proposed for B2G section of the Inland Rail Program
		Modelling—stopping locations	Background assumptions made on train stopping locations. Each passing loop provided and modelled. A conservative approach is adopted. One in four trains stop in one hour. Stopping locations is dependent on the traffic through the tunnels
		Modelling—future noise	Modelling of scenarios for 2028 and 2040
		Modelling—train design	The noise modelled uses a range of train lengths/types/heights
		Vegetation screening	Vegetation screening will improve amenity but will not reduce potential noise impact
		Modelling—plant and equipment	The schedule of proposed plant and equipment is documented in the construction noise assessment
		Modelling—track maintenance	Assumptions for track maintenance are not included in the modelling for the operational rail or road noise assessments
		Track design	Trains for the B2G Project will operate on continuously welded track

TABLE E-47 TMR AND DES NOISE WORKSHOP

Details	Attendees	Issue raised	Project response
18 October 2019 Brisbane	8	Construction and non-rail operational noise and vibration assessment methodology	<ul style="list-style-type: none"> ▶ Compliance with Department of Transport and Main Roads: <i>Transport Noise Management Code of Practice: Volume 2—Construction Noise and Vibration</i> (TMR, 2023), for construction noise ▶ Compliance with Department of Transport and Main Roads: <i>Transport Management Code of Practice: Volume 1—Road Traffic Noise</i> (TMR, 2013a), for operational noise ▶ Compliance with these documents is the method of demonstrating compliance with the General Environmental Duty under the <i>Environmental Protection Act 1994</i> (Qld)
		Access to noise monitoring locations	<ul style="list-style-type: none"> ▶ 11 noise monitoring locations identified along the alignment representative of infrastructure/land use for the Project area. Landowner agreement was sought to access sites. If site access was not granted, a site with similar characteristics was identified

Details	Attendees	Issue raised	Project response
		Assessment of agribusiness/livestock	▶ No requirement in the ToR or application guidelines to address potential impact on livestock/animals
		Consideration of seasonal variations	▶ Minimal variation for Project area. Monitoring undertaken on bottom threshold/lower limit
		Potential impact of quarries	▶ Existing and potential future materials sources identified in the Project description chapter of the EIS. The EIS is to include the assessment of all critical aspects of the Project. Information for existing quarries obtained from environmental authorities. Assessment can be based on potential threshold/ size of operation
		Potential impact of non-resident workforce accommodation	▶ Noise impacts assessment in Chapter 16 of the B2G EIS
		Potential impact on non-Indigenous cultural heritage	▶ Few remaining non-Indigenous sites remaining within the Project area. Most non-Indigenous structures and infrastructure for the existing QR network dismantled and removed. Vibration assessment of remaining non-Indigenous cultural heritage. Cultural heritage categorisation does not necessarily equate to being sensitive receptors
		Potential blasting impacts	▶ EIS assesses the potential impact of blasting to be carried out for construction of the proposed B2G Project
		Operational railway noise and vibration—modelling key assumptions	▶ ARTC model provided to SLR for assessment of operational rail noise and vibration for the entire program for the years 2028 and 2040. Assessment based on the worst-case scenario
		Operational railway noise and vibration—speed	▶ Modelling assumes 80–115 km/hr. Speed depends on traffic, topography and level crossings. No passenger rail proposed for the B2G section of the proposed network
		Operational railway noise and vibration—level crossings	▶ Worst-case scenario modelled in the B2G noise assessment. Assessment includes air horns at level crossings
		Operational railway noise and vibration variables	▶ Potential noise impacted by: <ul style="list-style-type: none"> ▶ tight radii/geometry of the rail alignment ▶ train notch settings ▶ driver behaviour—acceleration/deceleration
		Operational railway noise and vibration—Pittsworth	▶ Consideration of future development—TRC planning scheme review. Meeting held to discuss potential TRC issues 28 October 2019
		Operational Railway Noise and Vibration—train traffic	▶ Modelling based on 25 trains per day. Schedule of train movements included in the operational railway noise and vibration assessment
		Operational railway noise and vibration numerical inputs/inconsistency	▶ Inputs in the noise assessment are rounded up to avoid inconsistency
		Operational railway noise and vibration—mitigation	▶ Should mitigation be required, ARTC's approach is to investigate the potential for in-corridor solutions as first preference. Should these be found not to be feasible, property noise amelioration will be investigated
		Operational railway noise and vibration—health	▶ ARTC approach is to use more stringent noise criteria
		Operational railway noise and vibration—measures to minimise potential noise impact	▶ Design: <ul style="list-style-type: none"> ▶ continuously welded rail ▶ designed out tight curves ▶ Operation: <ul style="list-style-type: none"> ▶ maintenance of rollingstock

5.6.2 Noise and vibration impact

The noise and vibration assessments have been further refined in the revised draft EIS, as documented in Chapter 16: Noise and Vibration, and ARTC will provide this information to all stakeholders through the revised draft EIS.

Between September 2019 and January 2020, consultation was undertaken to engage with sensitive receptors² about construction and operational noise and vibration, based on the modelling in the draft EIS. Additionally, since the release of the draft EIS in 2021, landowners who have met with the Project and TMR for one-on-one landowner meetings have received ongoing information regarding noise, potential mitigation measures and compensation. Table E-48 shows the communication methods and engagement channels used to consult with the community about noise modelling methodology and potential noise impacts.

As part of the noise and vibration consultation program, all directly impacted landowners and sensitive receptors identified in the assessment in 2019 were contacted via letter and/or face-to-face meeting. The engagement plan also identified indirectly impacted stakeholders, with an interest or concern about noise along the alignment. Nine community information sessions were held to provide the wider community with an opportunity to engage with ARTC about noise and vibration.

TABLE E-48 NOISE AND VIBRATION CONSULTATION

Engagement	Purpose	Attendance
Noise methodology engagement		
CCC meeting	Two open and advertised CCC meetings to provide community with an initial briefing of ARTC's process for: <ul style="list-style-type: none"> Noise assessment Modelling methodology Noise stakeholder engagement program 	<ul style="list-style-type: none"> Inner Darling Downs 17 September 2019, with 15 attendees and 85 observers Southern Darling Downs 19 September 2019, with 11 attendees and 12 observers
Community information sessions	To advise the community about noise assessment updates A number of landowners who attended the community information sessions were informed about the potential noise impacts at their property	<ul style="list-style-type: none"> 9 sessions in October 2019, with 193 attendees
Meetings/forums	ARTC met with government agencies to discuss the Project, including noise modelling process with: <ul style="list-style-type: none"> TRC GRC Yelarbon CCC Department of Transport and Main Roads Department of Infrastructure, Transport, Cities and Regional Development DAF DoE Department of Natural Resources and Mines Department of State Development, Manufacturing, Infrastructure and Planning Office of the Coordinator-General 	<ul style="list-style-type: none"> 3 days of forums 6 elected representatives emails 2 elected representatives meetings (the then Federal Member Dr John McVeigh, Pat Weir) TRC noise meeting on 13 March 2020
Potential noise impacts (based on draft EIS modelling)		
Newspaper advertisements	To advertise the IDDCCC and SDDCCC meetings	<ul style="list-style-type: none"> Toowoomba Chronicle, Pittsworth Sentinel, Goondiwindi Argus, Macintyre Gazette (November and December 2019)
Landowner calls and meetings	To advise landowners potentially impacted by operational noise exceedances of noise modelling process, potential noise exceedance at the property, mitigation process, and next steps. A meeting was also offered	<ul style="list-style-type: none"> Landowners contacted: <ul style="list-style-type: none"> 84 phone calls 5 meetings
Landowner letters	To advise landowners of noise modelling process, potential noise exceedance at the property, offer of a meeting, and next steps	<ul style="list-style-type: none"> Letters to 89 landowners in January 2020

² Sensitive receptors are land users that are sensitive to noise and vibration impacts and include residential dwellings, community facilities (including libraries, childcare facilities, schools, health and aged care facilities) community buildings including places of worship, and protected areas under the *Nature Conservation Act 1992* (Qld).

Engagement	Purpose	Attendance
Noise and vibration fact sheet	To provide information about how ARTC manages noise and vibration, including: <ul style="list-style-type: none"> ▶ How we assess and manage operational rail noise ▶ Inland Rail Noise and Vibration Strategy ▶ Noise modelling process ▶ Rail Noise Abatement Program ▶ Noise and vibration during construction 	<ul style="list-style-type: none"> ▶ 89 fact sheets distributed with the landowner letters in January 2020 ▶ Fact sheets available online and at community meetings
e-News	To provide updates to the community about the Project, including a noise update that advised of potential noise exceedances across the Project area and next steps	<ul style="list-style-type: none"> ▶ e-News distributed on 24 January 2020: <ul style="list-style-type: none"> ▶ 1,860 recipients ▶ 818 opens ▶ 101 click throughs
CCC meetings	To discuss: <ul style="list-style-type: none"> ▶ Project update, including noise ▶ Community update ▶ Geotechnical presentations ▶ General business 	<ul style="list-style-type: none"> ▶ IDCCCC (5 December 2019) with 10 attendees and 12 observers ▶ SDDCCC (11 December 2019) with 11 attendees and 11 observers ▶ IDCCCC (1 December 2020) with 13 attendees

The noise and vibration assessments have been further refined in the revised draft EIS, as documented in Chapter 16: Noise and Vibration. ARTC will provide this information to all stakeholders through the revised draft EIS. Engagement with all sensitive receptors will be ongoing and will be critical to determining mitigation measures during detailed design phase. Appendix W: Noise and Vibration Assessment—Railway Operations indicates that the predicted noise levels will exceed the noise assessment criteria requiring mitigation measures to be investigated for some sensitive residential receptors at Project opening, and ARTC will engage with these individuals when the noise modelling is complete. Modelling also indicated a potential for construction and/or operational railway noise to affect the amenity of the community halls and churches. ARTC will continue to consult with the management committees/trustees of:

- ▶ Yelarbon and District Soldiers Memorial Hall
- ▶ Yelarbon Scouts Hall
- ▶ Pampas Memorial Hall
- ▶ Pampas Rural Fire Brigade shed
- ▶ Pittsworth and District Assembly of God church/Harvest New Life Church.

The Brookstead and Yelarbon state schools are located within 200 m of the Project footprint, and the Southbrook Central State School is located 900 m from the alignment. These schools may be impacted by construction and/or operational noise and construction activities. Consultation with these schools and the DoE commenced in 2017. Engagement with DoE and the school principals in 2018, 2021 and 2022 has confirmed an approach to audit and identify appropriate mitigation measures specific to each school's requirements. Details of these meetings are outlined in Section 4.2.3. The agreed approach is to work with the schools and DoE during detailed design to confirm appropriate noise mitigation measures based on an audit of each affected school's site layout, to determine the applicability of in-corridor or at-property noise treatments.

The engagement conducted on noise and vibration for the draft EIS and revised draft EIS is divided into two sections:

- ▶ Engagement regarding the noise modelling and methodology
- ▶ Engagement regarding potential noise impacts.

Table E-49 provides a summary of the key issues raised in the noise impact assessment consultation, and details how these issues are addressed in the revised draft EIS, as well as any mitigation responses incorporated into the reference design development. This engagement is ongoing as the noise impact assessment and noise modelling continues during detailed design.

TABLE E-49 EIS RESPONSE TO NOISE ISSUES RAISED DURING ENGAGEMENT

Issue raised	EIS response
Key themes	
Route selection and proximity to sensitive receptors	<ul style="list-style-type: none"> ▶ Crossing loops alignments relocated away from sensitive receptors where practically possible ▶ B2G alignment is located within existing rail corridors, co-located with existing transport infrastructure and diverted around towns where practically possible
Approval process and next steps	<ul style="list-style-type: none"> ▶ The outcomes of the noise modelling based on the reference design for construction and road and railway operations of the EIS will inform the Coordinator-General's report for the Project ▶ Refinement of the alignment during detailed design, and further consultation with the community and government stakeholders, will inform implementation of the final noise attenuation measures
Property impacts, compensation and acquisition process, particularly where rail infrastructure does not directly impact the property	<ul style="list-style-type: none"> ▶ Uncertainties about acquisition and compensation addressed in Appendix X: Social Impact Assessment
Social impacts, including amenity and liveability	<ul style="list-style-type: none"> ▶ Impact to amenity and liveability addressed in Appendix K: Landscape and Visual Impact Assessment and Appendix X: Social Impact Assessment
Types of mitigation measures and when more detail will be made available	<ul style="list-style-type: none"> ▶ Refer to, Appendix V: Noise and Vibration Assessment—Construction and Road Traffic, Appendix W: Noise and Vibration Assessment—Railway Operations

5.7 Bringalily and Whetstone State forest consultation

Where the Project requires land to be acquired for the permanent footprint within a State forest, partial revocation of the State forests in accordance with the *Forestry Act 1959* (Qld) will be required to enable the future gazettal of rail corridor over the same land.

This process has required extensive consultation with a range of stakeholders, to subsequently acquire the interests over the proposed State forest revocation area. The request for revocation of State forest triggers the need for an application for Protected Area Estate Revocation under the *Forestry Act 1959* (Qld) and requires a compensation ratio of 5:1 for tree removal. Key stakeholders with interests in the State forest include:

- ▶ DES
- ▶ DAF
- ▶ QPWS
- ▶ DoR
- ▶ GRC
- ▶ Traditional Owners
- ▶ Private leaseholders with cattle grazing operations
- ▶ Private apiary permit holders.

Key concerns for these stakeholders in the state forest revocation process include:

- ▶ Forestry operations and timber mills
- ▶ Forest agricultural use, including cattle grazing and apiary activities
- ▶ Subleases
- ▶ Access, including forestry tracks and gazetted roads
- ▶ Wildfire management
- ▶ Flora and fauna management, including the wild dog check fence
- ▶ Public access by recreation users.

Table E-50 outlines the consultation completed to date in relation to the Project's reference design proposal to traverse Bringalily and Whetstone State forests. The outcomes of this engagement, and issues identified by stakeholders, have been incorporated into the development of the reference design and further discussed in Chapter 8: Land Use and Tenure.

TABLE E-50 BRINGALILY AND WHETSTONE STATE FOREST CONSULTATION

Date	Engagement and stakeholder	Purpose	Outcomes
September 2018	Meeting GRC (Councillors)	▶ ARTC presentation of alignment options assessment	▶ GRC provided 'in principle' agreement to preferred alignment
December 2018	Meeting DES—Toowoomba Office	▶ ARTC presentation of draft rail alignment ▶ QPWS requirements for state forest revocation	▶ State forest revocation process ▶ DES requirements for State forest revocation ▶ State forest attributes ▶ Biosecurity
December 2018	Meeting GRC—Natural Resources Manager	▶ Council biosecurity requirements	▶ Location of the wild dog check fence ▶ Council's role in maintaining the wild dog check fence
January 2019	Meeting QPWS Regional Director and Forest Ranger in Charge (Inglewood) and DAF	▶ ARTC presentation of draft rail alignment ▶ QPWS requirements for state forest revocation	▶ ARTC provided DAF (Forestry) with draft reference design seeking early input ▶ DAF provided details on: ▶ forestry operations ▶ access roads (forestry tracks and gazetted roads) ▶ timber salvage ▶ local timber mills ▶ fire management ▶ public access by recreation users ▶ subleases ▶ wild dog check fence.
5 February 2019	Meeting DAF, Forestry Operations Inglewood	▶ Meeting to discuss on-ground solutions for forestry haul routes and potential interfaces with the proposed rail alignment	▶ Reference design amendments incorporated to address initial input from DAF (Forestry) ▶ Reference design provided to DAF (Forestry) to assist with planning for timber salvage prior to construction
5 February 2019	Meeting GRC Natural Resources Manager	▶ Maintaining the integrity of the wild dog check fence during construction of the Project	▶ Acknowledgement of wild dog check fence requirements in the draft B2G EIS ▶ Commitment to fencing specifications in consultation with GRC during detailed design ▶ Amendments to wild dog check fence to be included in B2G early works
18 February 2019	Meeting DES, Brisbane	▶ Briefing on preferred alignment for the B2G reference design, which will traverse state forest	▶ Revocation of QPWS Managed Areas Operational Policy ▶ Revocation process and lessees involved
6 September 2019	Meeting DES and OCG, Brisbane	▶ ARTC provided an outline of actions completed to date and tabled a copy of the draft submission ▶ Discussion of proposed revocation approach and submission information ▶ Alignment with EIS process	▶ Inclusion of a description of the state forest revocation process in the B2G EIS ▶ DES to confirm state forest revocation in correspondence to ARTC
11 September 2019	Correspondence with QPWS (Park Services)	▶ DES correspondence dated 11 September 2019 outlining State forest revocation requirements	▶ DES outlined application requirements for proposed Bringalily state forest revocation and request for ARTC submission by 13 December 2019

Date	Engagement and stakeholder	Purpose	Outcomes
9 October 2019	Brisbane B2G EIS Forum with Queensland State Agencies	<ul style="list-style-type: none"> ▶ ARTC presented timing of the State forest revocation process and matters to be included in the draft B2G EIS 	<ul style="list-style-type: none"> ▶ Documentation of State forest revocation requirements in the draft B2G EIS
16 September 2021	Meeting DES and OCG, Brisbane	<ul style="list-style-type: none"> ▶ ARTC presented an overview of the alignment development and constraints ▶ ARTC provided draft responses to submission issues ▶ ARTC provided an outline of the stakeholder consultation approach for lessees and agencies ▶ OCG provided an overview of the State forest revocation process 	<ul style="list-style-type: none"> ▶ Revocation pathway and process ▶ DES provided confirmation no management plans were in place over Whetstone or Bringalily State forests ▶ ARTC provided maps that showed reductions in construction footprint by removing construction laydown areas outside of the state forests ▶ Native title requirements
23 September 2021	Meeting DoR and OCG, Brisbane	<ul style="list-style-type: none"> ▶ ARTC provided draft responses to submission issues ▶ ARTC provided an overview of recent engagement and next steps ▶ Discussion regarding the DoR EIS submission ▶ Process and timeframes for revocation 	<ul style="list-style-type: none"> ▶ ARTC provided an overview of recent engagement and next steps ▶ Native title requirements ▶ Permit for early works
15 November 2021	Meeting DAF, Brisbane	<ul style="list-style-type: none"> ▶ ARTC met with DAF and QPWS to understand local use of the forest, and impact on timber harvesting operations, apiary licensing and use and fire tracks and access 	<ul style="list-style-type: none"> ▶ Local use of the forest, and impact on timber harvesting operations, apiary licensing and use, and fire tracks and access
15 November 2021	Queensland Beekeepers Association	<ul style="list-style-type: none"> ▶ ARTC discussed the potential impacts to the apiaries 	<ul style="list-style-type: none"> ▶ Further impacts to apiaries assessed, with no concerns about the impact to leased apiary sites
26 November 2021	Meeting DAF and OCG, Brisbane	<ul style="list-style-type: none"> ▶ ARTC provided draft responses to submission ▶ ARTC provided an overview of the impacts to DAF interests and proposed mitigations ▶ ARTC discussed the state forest revocation process, including TMR's role 	<ul style="list-style-type: none"> ▶ Acquisition of timber, quarry and apiary interests ▶ Area required to be revoked ▶ Impacts to access ▶ Updated State forest revocation application
6 April 2022	Meeting GRC	<ul style="list-style-type: none"> ▶ Negotiation on impacts to wild dog check fence during construction, including reporting mechanisms for fence issues or damage 	<ul style="list-style-type: none"> ▶ Commitment by ARTC to work with GRC to find suitable mitigation measures for the wild dog check fence, such as replacing sections of the fence, fencing, and accessibility to fence (road access) ▶ Confirmation that no apiary interests are impacted by the Project ▶ Provision of information required by the Project to ensure access requirements, and emergency and fire mitigation measures are taken through to detailed design

Date	Engagement and stakeholder	Purpose	Outcomes
2 June 2022	Meeting DAF and OCG, Brisbane	<ul style="list-style-type: none"> ▶ Briefing on updated revocation applications ▶ Update on key stakeholders and interests in the State forests 	<ul style="list-style-type: none"> ▶ Compensation and engagement framework for impact to forest interests, including <ul style="list-style-type: none"> ▶ timber harvesting ▶ private leaseholders ▶ apiary interests ▶ exploration permits ▶ quarry interests ▶ Access requirements and emergency and fire mitigation measures
17 March 2023	DES and OCG, Brisbane	<ul style="list-style-type: none"> ▶ Discussion on impacts and mitigations to the wild dog check fence ▶ Management of wildfire risk for Project construction and operational stages 	<ul style="list-style-type: none"> ▶ ARTC to establish communication protocols with emergency services through a working group ▶ ARTC to consult with emergency services and QPSW for safety and traffic management plans ▶ ARTC to reinstate the wild dog check fence at all locations of impact on a like-for-like basis in consultation and agreement with relevant stakeholders (DES, DAF, GRC and landowners and lessees).
March 2023 – October 2024	Meetings DESI and DTMR Brisbane	<ul style="list-style-type: none"> ▶ Assessment of the request for partial revocation of State forests under the <i>Forestry Act 1959</i> (Qld) 	<ul style="list-style-type: none"> ▶ ARTC has provided updates to DESI on progress to meeting DESI's requirements, including regarding native title, cultural heritage, third-party interests (leaseholders). ARTC will, in consultation with Department of Transport and Main Roads, commence negotiations with the interest holders. ARTC will continue to engage with the native title holders (Bigambul Native Title Aboriginal Corporation).

Six leaseholders impacted by the State forest revocation process were contacted in 2018 and 2019 seeking their input into the reference design. The private lessees did not raise issues or concerns with the proposal to traverse State forest. One private leaseholder raised preference for the proposed alignment to traverse State forest rather than freehold land. Meetings were held with local DAF and QPWS officers in Inglewood to understand local use of the forest, and impact on timber harvesting operations, and fire tracks and access. This information has informed engagement with DAF and DES regarding the revocation process. This engagement is ongoing and will progress throughout the approvals process, detailed design, and construction and operation.

Following consultation with DAF and QPWS, all additional leaseholders, including graziers, logging operations and other agribusinesses in the state forest, were consulted during June to November 2021 and shown the anticipated land required from their leasehold land for the operation of the Project. The opportunity was taken to also understand land use, access and location of infrastructure on the land that may be impacted. This engagement is ongoing and will continue through detailed design and construction.

Presentations on the revised reference design alignment were also delivered to representatives of BNTAC and the Aboriginal Endorsed Parties in January, February and March 2020. No specific issues or objections were raised about the proposal to traverse Bringalily and Whetstone State forests.

Representatives of BNTAC completed their cultural heritage survey of the section of the Project footprint traversing Whetstone State forest on 20–21 October 2020 with their archaeologist in attendance. The results of the survey will be documented in the cultural heritage assessment to be submitted to DES as part of the application for revocation of Whetstone State Forest. No issues/concerns were raised by the BNTAC or their archaeologist onsite during the cultural heritage survey. ARTC has engaged and is working through the schedule for the cultural heritage survey and assessment of Bringalily State Forest with the endorsed party's archaeologist based on availability.

5.7.1 State forest apiary sites consultation

Engagement with DAF informed the Project that the rail corridor alignment was in proximity to three apiary sites (site numbers 154, 451 and 626). DAF advised that:

- ▶ Apiary site 154 in the Bringalily State Forest is more than 100 m from the edge of the proposed rail corridor and therefore unlikely to be affected by the construction works
- ▶ Apiary site 451 in the Bringalily State Forest falls within the 50 m buffer; however, the site is under permit until 31/07/2022, and DAF will decommission the site and the permit will not be renewed following its expiry. DAF have notified the permit holder
- ▶ Apiary site 626 in the Whetstone State Forest is currently vacant, DAF has decommissioned this site and it is no longer available for use.

ARTC also engaged with the Queensland Beekeepers' Association (QBA) in February 2020 and November 2021. The QBA advised that based on the current revised reference design they did not raise any opposition to the proposal. The outcome of consultation with DAF has confirmed that the Project will not impact any apiary interests in the Bringalily or Whetstone State forests.

5.8 Consultation with Traditional Owners

The following Indigenous groups have been identified as having an interest in the areas of land affected by the Project: the Bigambul People, the Western Wakka Wakka People and endorsed Aboriginal parties:

- ▶ The Bigambul People, with a cultural heritage area extending from the north-west of Inglewood towards Whetstone, following the existing south-western rail system past Yelarbon south, to Macintyre River south-east of Goondiwindi
- ▶ Western Wakka Wakka People, with a cultural heritage area commencing to the east of Toowoomba at Wards Hill, travelling west and intersecting Gowrie Junction prior to heading south-west at Gowrie View where the area intersects the north-west edge of Wellcamp airport prior to intersecting the Gore Highway at Athol, extending along the highway south-west to Pampas.
- ▶ Endorsed Aboriginal parties, with a cultural heritage area extending from Pampas and located to the south-east of Millmerran adjacent to the eastern most edge of the Bringalily State Forest, to the north-west of Inglewood.

Engagement with representatives from the three groups commenced in 2017 and has been ongoing throughout the development of the draft EIS and reference design. The outcomes of engagement on cultural heritage and management of areas of cultural significance—ensuring Indigenous participation, skills training and business opportunities, and engagement about native title—have been incorporated.

Additionally, ARTC engaged with the National Indigenous Australians Agency (NIAA), participating in meetings in January 2023 and March 2023 to discuss the Project's plans for Indigenous employment and procurement.

Consultation with representatives of Traditional Owner groups impacted by the Project is summarised in Table E-51.

TABLE E-51 CONSULTATION WITH TRADITIONAL OWNERS

Stakeholder	Date	Engagement purpose
Bigambul People	May 2017	▶ Initial meeting to engage BNTAC and introduce them to the Project
	June 2016	▶ Correspondence to BNTAC regarding the requirement for a CHMP and asking for any feedback on the proposed route in relation to known cultural sensitivities
	September 2017	▶ Information regarding study corridor for B2G issued
	October 2017	▶ Preliminary CHMP meeting to determine any major issues
	November 2017	▶ BNTAC advised by ARTC of its intention to develop a CHMP
	December 2017	▶ BNTAC is endorsed to negotiate the CHMP with ARTC
	February 2018	▶ BNTAC invited to attend CCC
	September 2018	▶ BNTAC representative attends CCC
	September 2018	▶ Meeting to discuss Macintyre River crossing location and specific mitigation strategies
	January 2019	▶ Meeting with BNTAC board for Project update including social impact and Statement of Commitment

Stakeholder	Date	Engagement purpose
	June 2019	▶ Discuss Indigenous Participation Plan
	November 2019	▶ Finalise Statement of Commitment, and provide Project and social performance information
	January 2020	▶ Provide a Project EIS update and discussion with BNTAC and CSQ on Indigenous skills development
	February 2020	▶ Limerick & Associates report presentation and discussion with BNTAC Board
	April 2020	▶ Meeting with BNTAC and CSQ to progress discussions on Indigenous skills development
	May 2020	▶ Meeting with BNTAC and CSQ to progress discussions on Indigenous skills development
	October 2020	▶ BNTAC conducted cultural heritage survey of Whetstone State forest
	May 2021	▶ Social performance meeting on Inland Rail Skills Academy initiatives and Indigenous participation
	July 2021	▶ Meeting with BNTAC to provide overview of pre-contracts process, agreements for future meetings, progress skills and training discussions and resourcing support. ▶ Promote Indigenous artwork opportunity ▶ Explore collaborative opportunities on BNTAC-owned land
	November 2021	▶ Meeting to provide advice on training opportunities, workers accommodation with ARTC
	March 2022	▶ Discuss Statement of Commitment and BNTAC priority areas: ▶ EIS consultation ▶ offsets program ▶ native title ▶ cultural heritage ▶ land management services ▶ skills and training ▶ resourcing
	May 2022	▶ ARTC Inland Rail Senior Leaders engagement session with BNTAC Board to progress and formalise commitments to priority areas
	June 2022–ongoing	▶ Progress outcomes for Bigambul people in line with Statement of Commitment
	February 2023	▶ Progress areas under Statement of Commitment, including: ▶ native-title impacted land and waters ▶ cultural heritage management ▶ opportunities for the Turallin support facility ▶ skills and training ▶ resourcing
	Ongoing	▶ Regular one-on-one meetings and phone conversations with Executive Director of BNTAC ▶ BNTAC representation on the SDDCCC
Western Wakka Wakka People	May–June 2016	▶ Cultural heritage meetings were held with relevant Aboriginal parties to establish relationships, outline the Inland Rail Program, ascertain how Aboriginal parties wished to be engaged and obtain a high-level review of mapped cultural heritage areas in Project area
	January 2017	▶ ARTC advised WWW of its intention to develop a CHMP
	February 2017	▶ WWW advised ARTC that they wish to take part in the development
	July 2017	▶ WWW is endorsed to negotiate the CHMP with ARTC
	July–August 2017	▶ CHMP negotiation meetings
	September 2017	▶ Information regarding the selection of the preferred corridor for B2G issued
	December 2017	▶ WWW representative in attendance at the first B2G CCC
	December 2020	▶ Meeting to discuss cultural heritage issues on B2G and G2H
	February 2021	▶ Meeting to discuss cultural heritage issues on B2G and G2H
	March 2021	▶ Meeting to discuss cultural heritage issues on B2G and G2H

Stakeholder	Date	Engagement purpose
	April 2021	▶ Meeting to discuss cultural heritage issues on B2G and G2H
	June 2022	▶ Initiation of engagement on Social Performance matters
	February 2023	▶ Introduction of new Inland Rail team members, and to commence planning and collaboration around employment, skills and training opportunities
	March 2023	▶ Two follow-up meetings
	Ongoing	▶ Email and phone engagement
Endorsed Aboriginal Parties	April 2018	▶ Public notice issued for development of CHMP
	April–May 2018	▶ Individuals responded to notice wishing to take part in development
	June 2018	▶ ARTC advises individuals that they are endorsed to negotiate CHMP with ARTC
	June–July 2018	▶ Meetings to negotiate CHMP
	February–March 2020	▶ ARTC Project and EIS update ▶ Overview of social performance program, including workforce, business and wellbeing plans and initiatives
	March 2022	▶ ARTC Project and social performance discussions
	May 2022	▶ EIS update and Indigenous participation opportunities ▶ Workforce and business planning
	Ongoing	▶ Regular one-on-one phone conversations and emails with endorsed parties

5.8.1 Bigambul People

Key issues identified during consultation with BNTAC included:

- ▶ The need for more comprehensive engagement in the draft EIS process
- ▶ Need for access to employment opportunities and supporting skill development programs, noting BNTAC has an existing workforce development strategy, and a scoping study has been undertaken
- ▶ Interest in business opportunities with ARTC and primary contractors, noting that BNTAC has a business development strategy and business register
- ▶ The potential to affect cultural heritage sites and values
- ▶ The potential for legacy opportunity on BNTAC-owned property in Turallin
- ▶ The need for cultural immersion training for all Project personnel working on Bigambul country
- ▶ Potential for erosion during construction or operations to affect Country
- ▶ Potential for changes to flooding patterns or to surfaced or groundwater to affect cultural water flows
- ▶ Effects on physical fabric of shared cultural heritage.

Outcomes of engagement with BNTAC since 2019 include:

- ▶ Initial support for 2019 BNTAC Youth Summit, including official signing of Statement of Commitment
- ▶ 2020 joint engagement Inland Rail Skills Academy and CSQ to inform Indigenous skills development programs and future opportunities
- ▶ Commissioning of independent 2021 scoping report for BNTAC training options
- ▶ 2021 procurement of Bigambul artwork for Project office in Goondiwindi
- ▶ 2021–23 funding support for BNTAC/Project Liaison role to strengthen BNTAC's participation in the social, cultural, environmental and economic opportunities presented by the Project
- ▶ 2022 commitment to support a Land Management Services business pilot on ARTC-owned land, when available
- ▶ 2022 commitment to working with BNTAC to determine alternative Project uses of Turallin site, which was determined to no longer be a feasible option for the Project's non-resident accommodation facility
- ▶ 2022–23 participation in Inland Rail Skills Academy training initiatives including Traffic Management, White Card, Safely Access the Rail Corridor, Forklift, Working at Heights

- ▶ 2022–24 consultation to further define native-title impacted lands and waters within the Project footprint, and to confirm the Project's strategy for resolving native title matters with BNTAC
- ▶ 2023 funding of First Nations Fire Fighting Capability Development Program linked to Indigenous Ranger aspirations identified during draft SIA development
- ▶ 2023 flora research partnership for Inglewood Sandstones sub-bioregion with Inland Rail and University of Sunshine Coast
- ▶ 2023 – 24 ongoing discussions regarding Cultural Heritage Management Plan
- ▶ Support for 2023 BNTAC Youth Summit, and participation at BNTAC's youth and elders events during NAIDOC

BNTAC has identified Rainbow Reserve and the Rainbow Lagoon as culturally significant areas. ARTC is working with GRC to consider opportunities for the design of works within the road reserve adjacent to Rainbow Reserve, to substantially reduce the extent of direct impacts on the reserve. ARTC has committed to consultation to develop appropriate landscape design treatments.

5.8.1.1 Statement of Commitment

In 2019, ARTC signed a Statement of Commitment with BNTAC, which reflects the intent of both parties to actively work together to support the preservation of Bigambul Cultural Heritage, and to support the social, economic and health aspirations of the Bigambul People. The statement guides engagement with BNTAC and this consultation is ongoing.

On 24 and 25 March 2022, ARTC facilitated three workshops with BNTAC board members and ARTC's EIS and Project teams. The first two sessions involved introduction to the Project. The third workshop was held to specifically review the progress of the 2019 Statement of Commitment, together with exploring opportunities for Indigenous participation in the Inland Rail Skills Academy. In May 2022, ARTC and BNTAC met to discuss BNTAC's proposal to develop its site at Turallin, near Millmerran.

In February 2023, ARTC's Inland Rail senior leadership, EIS, social performance and stakeholder engagement teams met with BNTAC over two days to discuss a range of topics, including BNTAC's property at Turallin, which was previously proposed as the location for a non-resident workforce facility. Two follow-up meetings were held in March 2023.

This engagement is ongoing and ARTC is committed to working with BNTAC on their priority areas, commitments and actions, including:

- ▶ Native title impacted lands and waters
- ▶ Environmental offsets planning
- ▶ Land management services
- ▶ Non-resident workforce accommodation and conservation park
- ▶ Resourcing
- ▶ Training and job creation.

5.8.1.2 Native title

The *Native Title Act 1993* (Cth) prescribes that the native title parties are entitled to the same procedural rights as a freehold landowner would be entitled to if the native title holders held freehold title over the proposed dealing area. The rail alignment for the Project is predominantly located on freehold land where native title has been extinguished. Native title issues associated with the Project are described in Chapter 8: Land Use and Tenure.

Along the Project alignment and disturbance area, an assessment conducted by TMR in October 2022 and has determined that the Project impacts a number of land parcels and watercourses with existing native title rights, with the registered native title holders being Bigambul People QCD2016/012. Full details of the lots impacted and watercourses with continued native title rights are outlined in Appendix F: Impacted Properties.

ARTC is committed to open and transparent engagement with BNTAC regarding native-title impacted lots and watercourses, supported by consultation with the TMR Native Title Unit. ARTC has sought early engagement with BNTAC regarding their native title interests, and advisory support had also been initiated to inform future process and engagement with BNTAC. In February 2023, Inland Rail held a two-day workshop with BNTAC to provide a Project update and discuss Inland Rail's interface with BNTAC moving forward, including the proposed approach to native title and mapping business and legacy opportunities.

ARTC is committed to ongoing engagement with BNTAC in 2024, in consultation with the TMR Native Title Unit, to resolve the matters of existing native title claims over land parcels and watercourses along the alignment. TMR has undertaken additional assessments on B2G reference design and identified all land parcels and watercourses with continued native title rights and interests. Chapter 8: Land Use and Tenure and Appendix F: Impacted Properties contains the land use details to identify each area with existing native title rights. The engagement strategy for native title matters, will be undertaken in accordance with the *Native Title Act 1993* (Cth).

5.8.2 Western Wakka Wakka People

Key issues identified during consultation with a Western Wakka Wakka representative included:

- ▶ Concern about the impact of infrastructure projects on cultural landscapes and the stories bound to them
- ▶ Gowrie Creek and Gowrie Mountain hold creation stories and are culturally important areas
- ▶ Concern that local job commitments should be honoured, and include employment targets for local Indigenous people
- ▶ Concern about safety and delays for children needing to cross the alignment at level crossings
- ▶ The risk of the Project reducing housing availability and affordability, with the likelihood that Indigenous people would be particularly vulnerable to housing shortages
- ▶ The need for early engagement with the Indigenous community regarding job and supply opportunities so they have time to build capacity
- ▶ Broader recognition of cultural protocols associated with local places of cultural significance, for engaging Western Wakka Wakka representatives, and for refining artwork procurement processes.

Engagement with Western Wakka Wakka people to date maintains a strong focus on cultural heritage management across the Project and the interfacing G2H Project, and a strong interest in social performance program opportunities. Outcomes of engagement to date include:

- ▶ Refinement of engagement protocols and Project understanding of cultural protocols
- ▶ Artwork procurement and refinement of procurement processes
- ▶ Further definition regarding Project targets for Indigenous participation
- ▶ Promotion of Indigenous participation opportunities including workforce and business development events
- ▶ Preparations for future cultural tours and training for Project team members
- ▶ Commitment to recommence engagement regarding training, employment, and business development opportunities in line with Project evaluation timeframes, where an approval is given.

5.8.3 Endorsed Aboriginal Parties

Key issues identified in consultation with Endorsed Aboriginal Parties connected to the area between Inglewood and Pampas included:

- ▶ Concerns regarding the Project's impact on local cultural heritage, both tangible and intangible
- ▶ Worry that the storyline that stretches from the NSW/QLD border to the Bunyas has been damaged by existing infrastructure and that the Project would represent a further 'cut' to the storyline
- ▶ The need to recognise the intrinsic connection for Indigenous people to native flora and fauna, and to value cultural totems
- ▶ The need for culturally appropriate training and capacity building programs
- ▶ The need for realistic and tangible employment, training and business opportunities, noting historic complexities with recruitment processes achieving limited employment and supply chain outcomes
- ▶ Indigenous people's greater vulnerability to displacement from housing, noting particular challenges for young people in accessing and sustaining housing, and the vulnerability of older generations to potential displacement

Potential opportunities identified included:

- ▶ Partnership opportunities for shared cultural and ecological conservation objectives
- ▶ Opportunities for knowledge sharing and youth engagement on Country
- ▶ Recognition of music as an inclusive medium for community engagement, wellbeing and cohesion

- ▶ Supply chain, employment and training opportunities
- ▶ Ongoing capability development, including opportunities to access Inland Rail sponsorship and donations programs for one-off initiatives and community projects.

Outcomes of engagement to date include:

- ▶ Refinement of engagement processes with Endorsed Parties and broader community network, including commitment to co-design of local engagement events
- ▶ Scoping of partnership opportunities associated with ARTC-owned property in the CHMP area
- ▶ Participation of community members in Inland Rail's workforce and business development events
- ▶ Further definition regarding Project targets for Indigenous participation
- ▶ Introduction of Endorsed Parties to preferred contractors to discuss opportunities associated with future civil works contracts
- ▶ Integrated liaison with BNTAC Empowerment team regarding opportunities in traffic management training and potential future employment
- ▶ Follow-up meetings with nominated employment and labour hire agencies to encourage registration on ICN Gateway to be visible to contractors
- ▶ Commitment to recommence engagement regarding training, employment, and business development opportunities in line with Project evaluation timeframes, where an approval is given.

5.9 Cultural heritage consultation

5.9.1 Indigenous cultural heritage

Consultation with the Bigambul People, the Western Wakka Wakka People and Endorsed Aboriginal Parties regarding the identification and preservation of cultural heritage commenced in 2016 and is ongoing. This consultation has included negotiation of CHMPs with the relevant parties, 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 that the Project traverses in assessment of the Indigenous cultural heritage values, and the protection and management of Indigenous cultural heritage
- ▶ Processes for mitigating, managing and protecting cultural heritage and objects in the Project footprint (rail corridor and ancillary infrastructure and developments), during the construction and operational stages of the Project.

Site surveys and fieldwork are ongoing.

Consultation regarding the development of CHMPs for all three Traditional Owner stakeholder groups are captured in Table E-51.

5.9.2 Non-Indigenous cultural heritage

Cultural heritage surveying identified the following areas as having cultural heritage significance, and consultation with landowners, community groups, local historians, and other interested stakeholders is ongoing. Refer to Appendix Z: Non-Indigenous Cultural Heritage Survey Report for further details.

The grave of an early settler (Maria Tibbs, 1878) and stable remnants of the original Beauaraba settlement is in the area near Southbrook. In October 2021, ARTC conducted initial investigations at the property with the cultural heritage team and engaged with History Pittsworth who are the local historical society. Engagement with these stakeholders indicates that the remains can be moved to the Pittsworth Cemetery where her husband is buried, though he is in an unmarked grave. ARTC will also place an acknowledgment near the site of the original grave in negotiation with the landowner. Engagement with the landowner and History Pittsworth is ongoing.

Two memorial sites have also been identified at the same property. The property is marked for partial acquisition for the Project, which may impact the memorial sites. As this stakeholder is a directly impacted landowner, engagement about specific property requirements is ongoing and will be negotiated as part of the property acquisition.

An additional memorial site (ashes of a deceased relative) has been identified near Athol School Road by a directly impacted landowner. Further investigation of the reference design in this area has identified that the Project will not impact the area of the ashes.

5.10 Landscape and visual amenity consultation

ARTC understands that the Project will impact the landscape and visual amenity of communities along the alignment. A number of stakeholder groups have the potential to be impacted visually by the Project including:

- ▶ Local residents and workers in towns and rural settlements (including Yelarbon, Inglewood, Millmerran, Pampas, Brookstead, Pittsworth, Southbrook, Athol, Gowrie Mountain and Kingsthorpe)
- ▶ Local residents and workers on rural and acreage lots
- ▶ Travellers on main and local roads
- ▶ Tourists on roads including users of 'scenic drives' and visitors staying in tourist accommodation within the impact assessment area
- ▶ Tourists on the 'Westlander' train
- ▶ Recreational users of the landscape, particularly using walking trails within the national parks, state forests and other nature reserves
- ▶ Traditional Owners, including those accessing culturally significant landscapes (such as Rainbow Reserve).

ARTC has sought feedback from the community on how to best manage and mitigate visual amenity impacts, where possible, which will be incorporated into the detailed design phase, wherever possible. For example, from a visual amenity perspective, the Yelarbon community has clearly stated that it would not support a noise wall blocking the view of the silo artwork. Options including translucent barriers and removing the barrier length are presented in Appendix K – Landscape and Visual Assessment.

A Rehabilitation and Landscaping Management Plan will be developed for the Project, as a component of the CEMP. This plan will be developed in consultation with local governments and affected communities, including Traditional Owners, and will be based on the Inland Rail Landscape and Rehabilitation Strategy, in addition to location- and lot-specific reinstatement commitments. The plan will include and clearly identify location-specific objectives for rehabilitation, reinstatement and/or stabilisation. Outside of the rail corridor, lot-specific and township-specific (e.g. Yelarbon, Pampas, Brookstead, Pittsworth) rehabilitation and landscaping requirements may apply and will be developed in collaboration with the relevant land owner, regional council or infrastructure owner/road authority manager. Where the rail corridor passes through landscapes of importance to Traditional Owners, consultation will be undertaken (including with BNTAC) to develop mitigation to care for Country.

To assist with stakeholder engagement, ARTC has developed a number of visualisations and communication tools to support community understanding of the visual impact of the Project. These tools have been promoted at all community engagement events, on social media, and on the Inland Rail website.

As the Project is in the reference design phase and changes may result during the detailed design phase, these visualisations will be updated and used to provide the community with information on the visual impact of the Project.

Key engagement visualisations tools have included:

- ▶ Development of an animated B2G fly-through, created in 2019 and promoted through all communication channels
- ▶ Detailed animated visualisation of the Condamine River floodplain crossing, with several images extracted from the fly-through for consultation purposes
- ▶ A series of sliders highlighting the before and after images for key locations including Pittsworth, Brookstead, Pampas and Yelarbon
- ▶ Specific visualisations developed for key locations along the alignment, such as through the township of Pampas, the graded separation proposed for Gilgai Lane, culvert and bridge structures, and concept noise barriers and related mitigation measures at various locations
- ▶ A Social Pinpoint interactive mapping system, which includes examples of road–rail treatments as click throughs.

Examples of these visualisations are shown in Section 6.2.

5.10.1 Lighting consultation

Engagement with community members also identified a concern that the Project may result in lighting impacts on the area's rural character. EIS Appendix K: Landscape and Visual Impact Assessment includes assessment of lighting impacts. During construction, temporary lighting will be associated with the non-resident workforce accommodation near Yelarbon, Inglewood and Millmerran, site offices and fuel storage areas, and potentially at bridge laydown areas. Permanent lighting for operations is associated with safety lighting at the controlled active level crossings, and there would also be transient lighting associated with train headlights. ARTC will engage with stakeholders concerned about, or impacted by, potential lighting during detailed design to mitigate any adverse impacts.

5.11 Ecology and biodiversity consultation

During the construction of the Project, there will be some impacts on threatened ecosystems and habitat for threatened flora and fauna species. As part of the ecology assessments and fauna connectivity strategy, key technical stakeholders, community groups and landowners provided technical input and local knowledge. Information was provided to ARTC through CCCs and engagement with local natural resource management and wildlife groups.

Additionally, personal communication was sought for advice relating to habitat preferences in the southern Brigalow Belt bioregion including:

- ▶ Dr Leeroy Gonsalves from NSW Department of Primary Industries provided technical expertise on the presence of foraging habitat for the large-ear pied bat and the Corben's long-eared bat in the region
- ▶ Landowners in the Millmerran region provided verbal accounts of glider sightings
- ▶ Mr Greg Ford provided advice on the habitat preferences of the large ear pied bat
- ▶ Mr Chris MacColl provided advice on the Red Goshawk.

Consultation outcomes informed the development of Appendix P: Preliminary Fauna Connectivity Strategy.

A key matter for flora and fauna has been the impact of the alignment to local koala communities and habitat. ARTC has conducted additional detailed field studies and consultation to better understand important koala populations and habitat along the Project alignment, and has worked with stakeholders and technical advisors to develop a draft Koala Management Plan for inclusion in the revised draft EIS. See Appendix M: Draft Koala Management Plan.

In January 2023, an ecology workshop was held in Pittsworth, updating community groups and stakeholders on the additional work undertaken for the revised draft EISEIS. Topics included ecology surveys, the fauna connectivity plan, the draft Koala Management Plan and biodiversity offsets. Approximately 36 stakeholders attended the event, representing community groups, environmental organisations and individual community members.

Further details of stakeholder engagement informing the draft Koala Management Plan is in Section 5.11.2.

5.11.1 Biodiversity offsets consultation

ARTC must deliver biodiversity offsets to compensate for biodiversity loss under Australian and Queensland legislation. Table E-52 outlines the engagement has informed the development of Appendix Q: Environmental Offset Delivery Strategy.

TABLE E-52 BIODIVERSITY OFFSET ENGAGEMENT

Stakeholder group	Stakeholder	Frequency	Intent	Outcomes/ Opportunities
Councils	▶ TRC	Scheduled for every two months as a minimum and on an as-needed basis	To discuss the QLD offsets program, seek regional alignment and explore opportunities for collaboration	Positive engagement and ongoing alignment of strategic priorities
	▶ GRC	Initial meeting and on an as-needed basis thereafter (as requested by GRC)		

Stakeholder group	Stakeholder	Frequency	Intent	Outcomes/ Opportunities
Conservation groups	▶ Healthy Land and Water	One-off meetings held to date and on an as-needed basis moving forward	To discuss the QLD offsets program, seek alignment with any conservation initiatives and explore opportunities for collaboration	Positive engagement and ongoing alignment of strategic priorities
	▶ Queensland Trust for Nature			Positive engagement and ongoing alignment of local priorities
	▶ Local community stakeholders			
CCC's and EIS workshops	▶ Community representatives	As scheduled by the Project	To discuss the QLD offsets program and understand any local stakeholder concerns and/or priorities	Information, awareness, and consultation associated with the EIS
Traditional Owners	▶ Bigambul Native Title Aboriginal Corporation	One-off meetings held to date and on an as-needed basis moving forward	To discuss the QLD offsets program, seek alignment with local, cultural priorities and explore synergies and opportunities for Traditional Owners	Early Bigambul priorities discussed and initial property reviews, ongoing discussion around potential opportunities within the offset program
Academic institutions	▶ USQ ▶ USC	One-off meetings held to date and on an as-needed basis moving forward	To discuss the QLD offsets program and explore research opportunities	Research priorities identified and projects outlined

5.11.2 Koala management consultation

Since the public notification of the draft EIS, ARTC has conducted additional detailed field studies and consultation to better understand important koala populations and habitat along the Project alignment, and has worked with stakeholders and technical advisors to develop a draft Koala Management Plan.

Representatives from the following stakeholder groups provided technical and local advice during the development of the draft Koala Management Plan:

- ▶ University of Queensland
- ▶ Griffith University
- ▶ University of Southern Queensland
- ▶ Queensland Koala Advisory Council
- ▶ Pittsworth District Landcare
- ▶ Millmerran Landcare
- ▶ Koala Land and Wildlife Support
- ▶ Toowoomba Koala and Wildlife Rescue
- ▶ Friend of Land for Wildlife Toowoomba
- ▶ Darling Downs Environment Council
- ▶ Southern Queensland Landscapes
- ▶ Wildlife Empire
- ▶ Queensland Trust for Nature
- ▶ Toowoomba Region Koala Count
- ▶ Wildlife Rescue Education
- ▶ Healthy Land & Water.

During 2021 and 2022, ARTC held targeted meetings with local community groups, including Pittsworth Landcare, University of Southern Queensland, University of Queensland and the Queensland Koala Advisory Council. The aim of this engagement was to incorporate local knowledge and technical expertise to better understand koala populations in the region and existing threats.

On 27 April 2022, a koala workshop was held in Southbrook, with 24 representatives from 11 local community groups and wildlife carers in attendance. These local experts shared their knowledge and observations with technical advisors from QKAC, UQ, USQ and Environmental Resources Management (ERM). The workshop discussions focused on the type and extent of records held by the various community groups, including existing studies and surveys that support understanding the distribution of important populations. Evidence of habitat use, and landscape structures and koala movement patterns, were also reviewed and discussed. Local wildlife carers shared information on koala injury, disease, and mortality.

In mid-2022, an ARTC representative also attended three SEQ koala working group meetings, coordinated by Griffith University, further establishing relationships and contributing to knowledge about koalas in the region.

Through regular engagement channels, ARTC has also consulted with TRC on ecology and biodiversity. In March 2023, a targeted presentation was delivered regarding Longhurst Road including existing environment, proposed design and efforts undertaken to avoid, reduce and manage ecological impacts, particularly to the koala. This included discussion about the key features of the draft fauna connectivity strategy and the draft KMP, which would be delivered with the revised draft EIS.

ARTC is involved in research programs to bolster knowledge and understanding of local flora and fauna along the alignment. A koala genetics and diet study is being conducted along eight sections of the Inland Rail Program in partnership with Environmental Resources Management Australia (ERM) and the University of Sunshine Coast (UniSC). The results will be used to identify baseline genetic health and gene flow to support the management of these populations. An additional research program is being delivered by the University of Southern Queensland, which involves koalas and threatened Brigalow Belt reptiles. The koala research involves tracking koalas, population genetics and diet at several locations along the B2G alignment. The research into reptiles involves identifying habitat associations, distributions and use of artificial habitat for several reptiles along the alignment.

Koala consultation is ongoing through CCCs and targeted meetings with key stakeholder groups. The draft Koala Management Plan is included as Appendix M: Draft Koala Management Plan.

Engagement undertaken to inform the draft Koala Management Plan is outlined in Table E-53.

TABLE E-53 ENGAGEMENT FOR DRAFT KOALA MANAGEMENT PLAN

Date	Purpose	Attendees	Key issues	Engagement outcomes
30 January 2019	Understand the impact of the Project on known koala habitat and populations	<ul style="list-style-type: none"> ▶ Australian Koala Foundation 	<ul style="list-style-type: none"> ▶ Impact of the Project on known koala populations ▶ Engagement process for the fauna movement and fencing strategy 	<ul style="list-style-type: none"> ▶ ARTC used stakeholder input to develop technical assessments and plans for the draft EIS
17 November 2021	Discuss EIS submission and further assessments and investigations required to develop a draft Koala Management Plan	<ul style="list-style-type: none"> ▶ Pittsworth Landcare ▶ Aus Ecology 	<ul style="list-style-type: none"> ▶ EIS process ▶ Request for koala sighting data ▶ Genetic testing 	<ul style="list-style-type: none"> ▶ Koala population data sharing as input into ARTC technical assessments and koala survey ▶ ARTC commitment to further investigate field data and detail mitigation measures ▶ Identify opportunities for offsets and planting to assist koala population
15 March 2021	Provide an update of engagement and technical assessments being conducted to inform a draft Koala Management Plan for the Project	<ul style="list-style-type: none"> ▶ IDCC ▶ ERM 	<ul style="list-style-type: none"> ▶ EIS process ▶ Additional engagement and workshops planned to develop a draft Koala Management Plan and offset strategy 	<ul style="list-style-type: none"> ▶ Introduce ERM and Dr David Dique to CCCs ▶ ARTC's commitment to undertake additional koala surveys, including genetic analysis to better inform the impact of the Project on koala populations and habitat
7 April 2022	Koala workshop to bring together local knowledge and technical experts to inform the draft Koala Management Plan	<ul style="list-style-type: none"> ▶ Koala Land and Wildlife Support ▶ Toowoomba Koala and Wildlife Rescue ▶ Friends of Land and Wildlife Toowoomba ▶ Pittsworth District Landcare ▶ Millmerran Landcare ▶ Darling Downs Environment Council ▶ Southern Queensland Landscapes ▶ Wildlife Empire ▶ Queensland Trust for Nature ▶ Toowoomba Wilderness Society ▶ Healthy Land and Water 	<ul style="list-style-type: none"> ▶ Gathering information for development of a draft Koala Management Plan for the Project ▶ Connecting technical experts and local knowledge to boost 	<ul style="list-style-type: none"> ▶ Gathering types and extent of records held by community groups, including existing studies and surveys to support understanding and distribution of koala populations ▶ Understanding landscape structure and koala movement, koala injury, disease and mortality, and existing land use and potential impact on koala populations ▶ Commitment to provide an opportunity for these groups to provide input, as the koala survey, draft Koala Management Plan and genetic studies continue

Date	Purpose	Attendees	Key issues	Engagement outcomes
		<ul style="list-style-type: none"> ▶ Technical advisors: ▶ Queensland Koala Advisory Council ▶ University of Southern Queensland (Prof Peter Murray & Dr Ben Allen) ▶ ERM (Dr David Dique) 		
22 & 23 June 2022	<p>Update on further field studies and assessments</p> <p>Update on the koala workshop and progress on draft Koala Management Plan</p>	<ul style="list-style-type: none"> ▶ IDDCCC ▶ SDDCCC 	<ul style="list-style-type: none"> ▶ Connectivity for fauna across the alignment ▶ Loss of key habitat due to Project footprint ▶ Ongoing consultation ▶ Change to koala status in Queensland 	<ul style="list-style-type: none"> ▶ ARTC has established a working relationship with key community groups, such as Pittsworth Landcare ▶ ARTC is committed to ongoing engagement with these key stakeholder groups during detailed design, to ensure community concerns are addressed
23 January 2023	Community workshop to provide information on additional ecology surveys, fauna connectivity, koala management and biodiversity offsets.	<p>36 attendees, with individual community members as well as representatives from:</p> <ul style="list-style-type: none"> ▶ SDDCCC ▶ IDDCCC ▶ USQ ▶ Pittsworth District Landcare ▶ Millmerran Landcare ▶ Friends of Land for Wildlife Toowoomba ▶ High Country Koala Action Group ▶ Darling Downs Environmental Centre ▶ BHQ ▶ Mckellar Engineering ▶ DITRDCA ▶ TRC ▶ BNTAC ▶ UniSQ ▶ Millmerran Power Station ▶ Southern Queensland Landscapes ▶ TMR 	<ul style="list-style-type: none"> ▶ Details of draft Koala Management Plan ▶ Fauna Connectivity Plan ▶ Biodiversity Offsets Plan 	<ul style="list-style-type: none"> ▶ Progress draft Koala Management Plan, fauna connectivity plan and biodiversity offsets plan ▶ Provide attendees an opportunity to give feedback on the plans

5.11.3 Fauna fencing and crossings consultation

Maintaining effective fauna movement across the rail corridor has been an important design consideration for the Project. Fauna fencing will be provided to maintain effective fauna movement across the rail corridor. Fauna fencing would guide animals towards the preferred fauna cross structure of passage, while reducing their potential to be struck by vehicles or trains. A preliminary fauna movement provision and fencing strategy has been prepared for the Project and is included in Appendix P: Fauna Connectivity Strategy. The feasibility of the proposed connectivity structures and opportunities will be determined during the detailed design phase and will rely on:

- ▶ Consultation with adjoining landowners to confirm the acceptability of the proposed connectivity or fencing approach at each nominated location
- ▶ Assessment of each opportunity for compatibility with detailed design
- ▶ Consideration for maintenance constraints that a fauna connectivity or fencing opportunity may introduce.

Additionally, the Project intersects two types of pest exclusion fencing—the wild dog check fence and the rabbit fence.

The Project alignment runs parallel to the existing wild dog check fence, intersecting with the fence at a number of locations in the area northwest of Yelarbon and southwest of Inglewood, and in the Bringalily State Forest. The wild dog check fence (which is connected to the wild dog barrier fence across south-west Queensland) will need to be re-instated on the northwest side of the rail corridor. ARTC has consulted with GRC, the current managers of the wild dog check fence, to determine an appropriate re-alignment. ARTC is committed to working in collaboration with GRC and other impacted stakeholders regarding suitable mitigation measures, such as replacing sections of the fence, to ensure the wild dog check fence maintains its function and that its integrity is not lost as a result of the Project.

The Darling Downs–Moreton Rabbit Board (DDMRB) fence is a 555-km long rabbit-proof fence, stretching from Lamington National Park in the east, to Goombi in the southwest, where it connects to the wild dog barrier fence. The Project intersects the DDMRB fence when crossing the Millmerran Inglewood Road at Clontarf. Engagement with DDMRB has been undertaken since December 2018. A meeting with DDMRB on 23 July 2023 discussed the work being undertaken by DDMRB on fauna connectivity and the mitigations to be considered during construction, based on DDMRB's previous experience. The outcome of this engagement is a commitment from ARTC to reinstate the rabbit-proof fence, install a rabbit trap, and to collaborate with DDMRB during detailed design on design solutions for the fence where the Project intersects with Blackwell Road. Further details of the wild dog check and rabbit fence strategy is provided in Chapter 5: Project Description, section 5.4.12.

5.12 Social impact consultation

All relevant feedback received through the consultation process has been considered in the development of the SIA. During the draft EIS process, ARTC has been working with a range of stakeholders to develop partnerships and agreements to support management of social impacts and opportunities. Partnerships and agreements will be progressed with stakeholders during the remainder of the EIS process and in the detailed design phase. The current status of partnerships and agreements with stakeholders is outlined in Appendix X: Social Impact Assessment, Section 8.1.6.

Consultation undertaken specifically for the SIA is summarised in Section 5.12.1C (draft EIS) and Section 5.12.2 (revised draft EIS), with further details provided in Appendix X: Social Impact Assessment, Section 6.2 and Section 6.3.

5.12.1 Draft SIA engagement process

The SIA engagement process was integrated with the draft EIS engagement process. SIA and EIS team members participated in ARTC-led Project engagement, including:

- ▶ Seven community information sessions (at Yelarbon, Inglewood, Millmerran, Brookstead, Southbrook, Pittsworth and Gowrie) to provide information about the SIA and EIS process, seek input on the scope of potential impacts, and interview local residents about potential social impacts
- ▶ Attendance at an IDCCC and SDDCCC meeting to provide a briefing on the SIA process and key issues being assessed, and hear committee members' concerns
- ▶ Analysis of community queries and ARTC responses during CCC meetings, to identify suggested mitigation or management measures.

The draft SIA considered the results of ARTC's stakeholder consultation. A specific SIA engagement process was also designed to ensure the involvement of stakeholders in the SIA process, and included:

- ▶ A community survey
- ▶ Workshops with community and government agencies
- ▶ Meetings with Traditional Owners
- ▶ Meetings with GRC and TRC
- ▶ Workshops and meetings with business organisations.

Further details are outlined in Appendix X: Social Impact Assessment, Section 6.2.1.

5.12.2 Revised draft SIA engagement

The revised draft SIA has considered the results of consultation conducted between March 2021 and June 2022 including:

- ▶ Public and agency submissions to the draft EIS
- ▶ The result of ARTC's engagement during 2021 and 2022 with landowners and Traditional Owners
- ▶ Feedback received from community members through CCC meetings
- ▶ The results of engagement with DSDILGP and DESBT regarding training and capacity building, as shown in Section 5.12.3
- ▶ The results of the initial Living in Place survey conducted in the Project region in May 2022.

Additional consultation undertaken with local governments and government agencies regarding SIA findings and mitigation and enhancement strategies is shown in Table E-54. This engagement addressed:

- ▶ Legacy items
- ▶ Community wellbeing initiatives
- ▶ Housing issues
- ▶ Labour draw
- ▶ Social performance initiatives
- ▶ The Living in Place survey, which will support monitoring of social issues and impacts.

The outcomes of this engagement are described in detail in Appendix X: Social Impact Assessment, Section 6.2.2.

TABLE E-54 COUNCIL ENGAGEMENT FOR SIA

Council	Date	Attendees	Purpose
GRC	10 Mar 2021	Councillors and staff	<ul style="list-style-type: none"> ▶ Briefing to Council on B2G SIA ▶ Seeking Council's feedback on Council engagement commitments ▶ Acknowledgement of Council's feedback on matters housing/accommodation shortages and labour draw ▶ Discussion of legacy items
	17 May 2021	Mayor and staff, local businesses,	<ul style="list-style-type: none"> ▶ Discussion with Council and business community to discuss legacy worker's accommodation opportunities ▶ Acknowledgement of feedback on matters including housing/accommodation ▶ Council feedback on accommodation facilities including potential legacy value
	9 Sep 2021	Council staff	<ul style="list-style-type: none"> ▶ Refresher briefing regarding B2G SIA and SIMP and general discussion ▶ Acknowledgement of Council's feedback on matters including interest in supply opportunities and labour draw ▶ Confirmation GRC is still comfortable with ad-hoc/as-needed meetings and does not desire a regularly scheduled

Council	Date	Attendees	Purpose
	25 February 2022	Council staff	<ul style="list-style-type: none"> ▶ Update on social performance initiatives ▶ Demonstration of Living in Place survey and invitation for Council to partner in the Project ▶ Confirmation of ongoing consultation with Council in developing the AMP
	22 June 2022	Council staff	<ul style="list-style-type: none"> ▶ Living in Place survey Insights Workshop
	2022 - 2024	Council staff	<ul style="list-style-type: none"> ▶ Various social impact updates provided at council meetings
TRC	12 Feb 2021	Council staff	<ul style="list-style-type: none"> ▶ Briefing to Council on B2G SIA ▶ Council's feedback on Council engagement commitments ▶ Acknowledgement of Council feedback on concern regarding business economic impacts such as labour draw, economic development and recovery initiatives ▶ Confirmation Council's previous community wellbeing suggestions are still relevant ▶ General update on ARTC Social Performance Program ▶ Gather advice from Council on business and tourism conditions and refining IRSA business capability strategies to reflect Council's advice
	10 May 2021	Council staff	<ul style="list-style-type: none"> ▶ General update to Council regarding ARTC Social Performance Program progress
	18 Aug 2021	Council staff	<ul style="list-style-type: none"> ▶ Briefing to Council regarding B2G and G2H SIAs (additional attendees vs February meeting), encouraging Council's input on each SIA plan for the Projects ▶ Acknowledgement of Council's feedback on various matters including concern regarding housing and accommodation shortages and skilled labour draw ▶ Council recommendations on community engagement
	7 Sep 2021	Councillors and staff	<ul style="list-style-type: none"> ▶ Presentation to Mayor and Council chamber regarding SIA ▶ Council desire for non-resident workforce accommodation for the G2H Project
	22 Nov 2021	Council staff	<ul style="list-style-type: none"> ▶ General update to Council regarding ARTC Social Performance Program, including discussion of opportunities for collaboration and participation in relevant initiatives by Council and/or local community members
	16 February 2022	Council staff	<ul style="list-style-type: none"> ▶ Update on social performance initiatives ▶ Update on economic initiatives, including Business Capability Development Program for potential suppliers ▶ Demonstration of Living in Place survey and invitation for Council to partner in the Project
	2 March 2022	Council staff	<ul style="list-style-type: none"> ▶ Demonstration of Living in Place survey
	29 March 2022	Council staff	<ul style="list-style-type: none"> ▶ Discussion of social performance program and potential social investment opportunities ▶ Community Wellbeing Plan ▶ Accommodation, Workforce Plans and ARTC's approach to cumulative impacts of the Queensland Inland Rail program
	11 May 2022	Council staff	<ul style="list-style-type: none"> ▶ Discussion of social performance program, and housing/accommodation issues ▶ Indigenous participation update ▶ Discussion of impacts to local businesses, including local supply, labour draw, workforce development events, sustainability mentoring for local businesses
	13 June 2022	Council staff	<ul style="list-style-type: none"> ▶ Living in Place survey insights workshop
	2022 - 2024	Council staff	<ul style="list-style-type: none"> ▶ Various social impact updates provided at council meetings

Agency consultation undertaken during 2021 to inform the revised draft SIA is summarised in Table E-55.

TABLE E-55 AGENCY CONSULTATION FOR SIA

Agency	Date	Engagement details
DSDILGP	5 March 2021	▶ Meeting regarding supplier engagement and business capability collaboration opportunities
	9 March 2021	▶ Department participation in ARTC 'Meet the Proponents' supply chain events (G2K Projects)
	28-29 April 2021	▶ ARTC provided speaker for Department's business capability workshops, including one in Goondiwindi
	10 May 2021 and 10 September 2021	▶ Meetings regarding supplier engagement, business capability collaboration opportunities and supply chain mapping
	Throughout 2021	▶ Joint scoping and implementation of supply chain mapping exercise
DESBT	Throughout 2020	▶ ARTC submission of and/or support for (SQW) applications over two rounds
	17 November 2020	▶ Meeting regarding upcoming supplier engagement and business capability activities
	12 February 2021	▶ Meeting regarding alignment of workforce training initiatives to Queensland government programs and supply chain development opportunities.
	9 March 2021	▶ Department representative attended and participated in ARTC 'Meet the Proponents' supply chain event
DITRDC	Ongoing	▶ Participation in Community Consultative Committee meetings (quarterly) and Communications Working Group meetings (fortnightly)
	4 November 2020	▶ Meeting to discuss and provide update on Social Performance program, with invitation to participate in ARTC business capability workshops
	12 February 2021	▶ Meeting to discuss and provide update on Social Performance program
	9 March 2021	▶ Department representative attended and participated in ARTC 'Meet the Proponents' supply chain event
	29 July 2021 and 1 November 2021	▶ Meeting to discuss and provide update on Social Performance program
Regional Development Australia Darling Downs South West (RDA DDSW) and DoE	Throughout	▶ Formal and informal Project updates
	4 May 2021	▶ Meeting with RDA and DoE to discuss: ▶ Encouraging supply chain development ▶ STEM and early skilling initiatives
	7 September 2021	▶ Presentation to RDA 'Future of Jobs' forum in Toowoomba, sharing information about Inland Rail business participation and future job opportunities.
DSDATSIP	Nov – Dec 2020	▶ Dept. representative attended and provided support to participants at ARTC Indigenous Business Capability workshop in Toowoomba
NIAA	9 Mar 2021	▶ Dept. representative attended and participated in ARTC 'Meet the Proponents' Supply Chain event
	18 August 2021	▶ ARTC representative participation in consultation on the new NIAA Indigenous Skills and Employment Program (ISEP)
Department of Communities, Housing and Digital Economy	21 September 2021	▶ Meeting regarding collaboration to support residents who may be displaced via ARTC property acquisition
Queensland Health	4 November 2021	▶ Meeting to discuss potential for contaminants in air emissions

5.12.3 Skills development and training

ARTC has established the Inland Rail Skills Academy (IRSA), which is a collection of projects and partnerships with the aim to:

- ▶ Increase the number of skilled local people eligible for employment on Inland Rail and associated regional industries
- ▶ Increase school student awareness and capability by connecting students with industry best practice
- ▶ Create opportunities for local businesses to participate in new supply chains
- ▶ Equip ARTC Inland Rail employees with world-class skills.

The partnerships and projects that make up the IRSA to date include:

- ▶ STEM on Track—University of Newcastle
- ▶ University Scholarships program - University of Southern Qld
- ▶ Grand Opportunities
- ▶ Business capability building—ICN
- ▶ Business sustainability capacity building and mentoring—The Ecoefficiency Group
- ▶ My Money Dreaming—First Nations Foundation
- ▶ Clontarf Foundation
- ▶ mental health partnership with Darling Downs & West Moreton PHN
- ▶ Memorandum of Understanding with CSQ
- ▶ Partnership with GRC to facilitate provision of a Local Employment Roadmap.

Strategies that ARTC will implement to assist local businesses to develop their capacity are being created, such as the AIP and Sustainable Procurement Policy, are outlined in Appendix X: Social Impact Assessment, Section 8.6. ARTC has implemented a consultation program to support the development of the IRSA partnerships. Engagement with stakeholders undertaken to date is summarised below in Table E-56.

ARTC undertook consultation with the Regional Skills Investment Strategy (RSIS) coordinators in each council, towards alignment of Inland Rail training initiatives with RSIS strategies. ARTC has engaged with GRC and TRC regarding the potential for joint applications for Skilling Queenslanders for Work (SQW) projects.

As part of IRSA partnerships, ARTC has a Memorandum of Understanding (MOU) with Construction Skills Queensland (CSQ), an independent body funded by the Building and Construction Industry Training Fund. ARTC is working with CSQ to identify skills and labour shortages, noting that the availability of labour may change as the result of changes to economic conditions during the COVID-19 epidemic.

ARTC has engaged regularly with BNTAC and CSQ to facilitate outcomes on Indigenous skills development, including the design and delivery of training and development programs for Indigenous workers and businesses. This has enabled CSQ to ensure that the job readiness and construction skills programs it will deliver as part of IRSA training partnerships reflect the needs and aspirations of local Indigenous people.

A proportion of the operational workforce and contractors are likely to be drawn from within the SIA study area. This would require development of targeted training programs designed to help equip local residents for employment in the operational workforce. Through the IRSA, ARTC has a partnership with the Australasian Rail Association aimed at developing skills related to rail operations.

ARTC undertook a skills survey with Bigambul young people as part of a September 2019 youth summit. The results indicate keen interest in working as part of the Project on Country, and that key skills and development needs include obtaining licences and operators' certificates, and mentoring and peer support to help them succeed in employment. A similar skills mapping process is underway with other Indigenous stakeholders in the Project area.

As many social impacts and opportunities associated with ARTC will emanate from contractor activities, procurement processes and construction contracts will contain targets relating to social performance. The contractor will join the IRSA and use the Academy's programs to support meeting its commitments. For more information on the IRSA and developing regional business capability and ARTC workforce, see Appendix X: Social Impact Assessment, Section 7.2.1, and Section 8.3.

5.12.3.1 Business and supplier capability engagement

ARTC has commenced its formal Business Capability program in the Project area. From August to December 2020, ARTC conducted five Business Capability Development workshops in Goondiwindi (two workshops), Toowoomba (two workshops including one Indigenous-specific event) and Pittsworth, focused on business capability statements and to provide local businesses with visibility to major contractor requirements. From December 2020–April 2021, ARTC offered participating businesses an additional one-hour one-on-one mentoring session with a specialist consultant to further support capability development.

ARTC has also partnered with GRC to develop a 'Local Employment Roadmap' to assist local businesses and services to attract staff and build their capacity to participate in major projects.

ARTC's Commercial/Supply Chain team engaged with TSBE during July, September and November 2020 to provide updates, provide feedback on the content of TSBE Supplier Portal—Rail Mapping activity and discuss respective supplier capability development initiatives. TSBE has developed the TSBE's Rail Supplier Portal and, at September 2021, more than 300 interested and capable businesses had registered through the portal. ARTC also supported TSBE initiatives in 2021 by providing a senior ARTC representative to present at a professional development day for small businesses delivered in collaboration with CSQ (28 July), and at the TSBE Enterprise Evening on 9 September 2021. For details on these business, supplier and local employment engagement, see Appendix X: Social Impact Assessment, Section 6.3.6.

TABLE E-56 ENGAGEMENT ON SKILLS DEVELOPMENT AND TRAINING

Date	Stakeholder	Objective	Engagement summary	Issues raised and engagement outcomes
17 August 2019	TRC (Regional Skills Investment Strategy (RSIS) Coordinator)	Skills development	<ul style="list-style-type: none"> Business and skills capability development Local construction workforce and pathways SIMP mitigations regarding promotion of local opportunities 	<ul style="list-style-type: none"> Regional Skills Investment Strategy priorities and planned activities Determine opportunities for local construction pathways into workforce
30 September 2019	Bigambul People (BNTAC)	Indigenous participation	<ul style="list-style-type: none"> Signing of the Bigambul Statement of Commitment, reflecting the intent of both parties to actively work together to support the preservation of Bigambul Cultural Heritage, and support the social, economic and health aspirations of the Bigambul people 	<ul style="list-style-type: none"> Socio-economic opportunities for Bigambul People Promotion of cultural and social connection through participation in cultural heritage and social investment Health and wellbeing of Bigambul People
30 September 2019	Bigambul People (BNTAC)	Indigenous participation	<ul style="list-style-type: none"> Participation in the Bigambul Youth Summit included: <ul style="list-style-type: none"> presentation to youth attendees about employment and business participation survey of skills and interest in the Project 	<ul style="list-style-type: none"> Interest in working as part of the Project on Country Mentoring and peer support an important part in helping Indigenous participation outcomes successful Key skills needed include obtaining licences and operators' certificates
18 October 2019	DESBT	Skills development	<ul style="list-style-type: none"> Existing DESBT programs to support skills and business development Alignment between Regional Skills Investment Strategy and the local councils in Inland Rail area Opportunity to align Skilling Queensland for Work Program with Project needs 	<ul style="list-style-type: none"> Skills development Business capability development
8 January 2020	CSQ	Skills development	<ul style="list-style-type: none"> Skills development programs offered by CSQ and opportunity to develop targeted Indigenous program Exploration of shared programs development with Bigambul 	<ul style="list-style-type: none"> Skills development opportunities to address Project needs Opportunity for shared approach to Indigenous construction skills development
22 January 2020	CSQ & Bigambul	Indigenous skills development	<ul style="list-style-type: none"> Discussion with Bigambul to explore possible Indigenous skills programs 	<ul style="list-style-type: none"> Opportunity for Indigenous skills development Opportunity for Traditional Owners to work on Country
23 March 2020	CSQ	Skills development	<ul style="list-style-type: none"> Review of high-level gap analysis of construction-related skills in Queensland and opportunity to address through skills development 	<ul style="list-style-type: none"> Potential skills shortages in construction industry Skills development opportunities to address Project needs

Date	Stakeholder	Objective	Engagement summary	Issues raised and engagement outcomes
8 April 2020	GRC (RSIS Coordinator)	Skills development	<ul style="list-style-type: none"> ▶ Joint ARTC, GRC, DESBT Skilling Queenslanders for Work project in Goondiwindi ▶ Exploration of skills, alignment with RSIS activities and community organisations which may be involved ▶ Opportunity for cross-industry training and building transferrable skills between agriculture and construction (reflected in SIMP mitigations regarding skills development around training) 	<ul style="list-style-type: none"> ▶ Opportunity for shared ARTC, GRC and DESBT skills development initiative ▶ Opportunity for cross-industry training
15 April 2020	CSQ and Bigambul	Indigenous skills development	<ul style="list-style-type: none"> ▶ Discussion with Bigambul to explore possible Indigenous skills programs 	<ul style="list-style-type: none"> ▶ Opportunity for Indigenous skills development ▶ Opportunity for Traditional Owners to work on Country
21 April 2020	GRC (RSIS Coordinator)	Skills development	<ul style="list-style-type: none"> ▶ Development of joint DESBT Skilling Queenslanders for Work in Goondiwindi ▶ Focus on construction and land conservation/biosecurity skills and align with RSIS priorities 	<ul style="list-style-type: none"> ▶ Opportunity for shared ARTC, GRC and DESBT skills development initiative
12 May 2020	CSQ and Bigambul	Indigenous skills development	<ul style="list-style-type: none"> ▶ Discussion with Bigambul to explore possible Indigenous skills programs 	<ul style="list-style-type: none"> ▶ Opportunity for Indigenous skills development ▶ Opportunity for Traditional Owners to work on Country
14 July 2020	DSDTI	Business capability development	<ul style="list-style-type: none"> ▶ Planned business capability activities, current DSDTI programs and potential approach for collaborative activities in Inland Rail communities ▶ Commitments made in SIMP to build capacity and complement/align with DSDTI initiatives, where possible 	<ul style="list-style-type: none"> ▶ Consideration of existing DSDTI programs focused on working with Major Projects ▶ Need for procurement portal and clear communication for suppliers ▶ Opportunity for DSDTI and ARTC to collaborate on elements of business capability development
21 July 2020	Career Development Association Australia	Skills and business development	<ul style="list-style-type: none"> ▶ Presentation to Career Development Australia Association (Qld Division) ▶ Engagement with a focus on skills development in regional Australia and opportunity with ARTC Inland Rail ▶ Other stakeholders in attendance include TRC, RSIS Coordinator and USQ 	<ul style="list-style-type: none"> ▶ Interest in building skills base across region ▶ Opportunity for skills development and employment
22 July 2020	DSDTI	Business capability development	<ul style="list-style-type: none"> ▶ Progress planned business capability program, in line with current DSDTI programs and potential approach for collaborative activities in Inland Rail communities 	<ul style="list-style-type: none"> ▶ Consideration of existing DSDTI programs focused on working with Major Projects ▶ Need for procurement portal and clear communication for suppliers ▶ Opportunity for DSDTI and ARTC to collaborate on elements of business capability development
6 August 2020	Goondiwindi Business	Business capability development	<ul style="list-style-type: none"> ▶ Business Capability Development workshop in Goondiwindi. Workshop focused on business capability statements and visibility for local business 	<ul style="list-style-type: none"> ▶ Business capability development initiative

Date	Stakeholder	Objective	Engagement summary	Issues raised and engagement outcomes
26 August 2020	DATSIP and ESQ	Skills development	<ul style="list-style-type: none"> ▶ Meeting with DATSIP and Energy Skills Queensland to discuss a Skilling Queenslanders for Work program in Toowoomba region focused on rail operation skills 	<ul style="list-style-type: none"> ▶ Opportunity for shared ARTC, ESQ, DATSIP and DESBT skills development initiative
28 August 2020	GRC (RSIS Coordinator)	Skills development	<ul style="list-style-type: none"> ▶ Engagement with RSIS Coordinator about DESBT Skilling Queenslanders for Work program in Goondiwindi and updated applications for next round of funding 	<ul style="list-style-type: none"> ▶ Opportunity for shared ARTC, GRC and DESBT skills development initiative
15 September 2020	CSQ	Skills development	<ul style="list-style-type: none"> ▶ Discussion around supporting skills development outcomes undertaken by contractors 	<ul style="list-style-type: none"> ▶ Opportunities for skills development ▶ Importance of contractor workforce requirements and support ▶ Employment pathways into Inland Rail
15 September 2020	TRC	Skills and business community programs	<ul style="list-style-type: none"> ▶ Meeting with Regional Economic Development Officer and RSIS Coordinator to discuss: <ul style="list-style-type: none"> ▶ TRC initiatives currently planned or being explored (e.g. tourism initiatives and Oakey training centre) ▶ social performance requirements to be communicated to community ▶ overview of proposed SIMP mitigations and commitments; in particular, relating to skills and business capability, along with agreed approach for continued engagement ▶ opportunity to align with CSQ initiatives and relationships already existing with TRC businesses 	<ul style="list-style-type: none"> ▶ Skills development opportunities ▶ Business capability development opportunities ▶ Potential opportunities for alignment and continued discussion, e.g. tourism initiatives ▶ Importance of opportunities for local businesses
8 October 2020	DESBT	Skills development	<ul style="list-style-type: none"> ▶ Submission of Skilling Queenslanders for Work applications to DESBT: <ul style="list-style-type: none"> ▶ applications were submitted by RTO/GTOs and supported jointly by ARTC, councils and community organisations ▶ applications included letters of support and commitments from ARTC, along with information showing link of skills to Project requirements ▶ programs informed skills developments mitigations in SIMP 	<ul style="list-style-type: none"> ▶ Opportunity for shared ARTC, GRC and DESBT skills development initiative ▶ Importance of contractor workforce requirements and support ▶ Employment pathways into Inland Rail
17 November 2020	DESBT	Business community programs	<ul style="list-style-type: none"> ▶ Meeting to discuss ARTC's upcoming business capability development workshops 	<ul style="list-style-type: none"> ▶ Business capability development opportunities ▶ Opportunity for DESBT to promote IRs capability initiatives to stakeholders

Date	Stakeholder	Objective	Engagement summary	Issues raised and engagement outcomes
2–9 December 2020	Local businesses	Business capability development	<ul style="list-style-type: none"> Four Business Capability Development workshops held in: <ul style="list-style-type: none"> Toowoomba session 1 Toowoomba session 2—for Indigenous businesses Pittsworth Goondiwindi <p>Workshops focused on business capability statements and visibility for local business</p>	<ul style="list-style-type: none"> Business capability development initiative
December 2020–April 2021	Local businesses	Business capability development	<ul style="list-style-type: none"> One-hour one-on-one mentoring sessions with specialist consultant offered to participants in December Business Capability Development initiative 	<ul style="list-style-type: none"> Business capability development initiative
December 2020	GRC and Goondiwindi residents	Skills development	<ul style="list-style-type: none"> Partnered with GRC to offer a free civil construction training program for a small group of local residents to gain competencies in a number of plant operator tickets 	<ul style="list-style-type: none"> Skills development initiative (collaboration with GRC)
12 February 2021	DESBT	Skills and business community programs	<ul style="list-style-type: none"> Discussion regarding SQW applications. Update regarding upcoming business initiatives. Note: Oct 21 SQW applications were unsuccessful 	<ul style="list-style-type: none"> Confirmation that support from DESBT is application-based
12 February 2021	TRC	Skills and business community programs	<ul style="list-style-type: none"> Meeting with TRC Regional Economic Development team to provide draft B2G SIA briefing. Sought Council's input regarding various matters including business and tourism conditions following COVID-19 restrictions, and refining Inland Rail Skills Academy business capability strategies to reflect Councils' advice 	<ul style="list-style-type: none"> Skills development opportunities Business capability development opportunities Potential opportunities for alignment and continued discussion, e.g. tourism initiatives Importance of opportunities for local businesses
February 2021–present	Grandshake & local schools and students	Skills Development	<ul style="list-style-type: none"> Virtual work experience offering to high school students along the IR alignment. Six virtual workshops developed to showcase Inland Rail career and education pathways 	<ul style="list-style-type: none"> Skills development initiative
10 Mar 2021	GRC	Skills and business community programs	<ul style="list-style-type: none"> Presentation to GRC Mayor, councillors and staff to provide draft B2G SIA briefing Seek Council's input regarding various matters including business and tourism conditions following COVID-19 restrictions, and refining Inland Rail Skills Academy business capability strategies to reflect Council's advice 	<ul style="list-style-type: none"> Skills development opportunities Business capability development opportunities Importance of avoiding labour draw from local businesses, particularly of skilled labour
22 April 2021	Association of Tourist and Heritage Rail Australia (ATHRA)	Skills community programs	<ul style="list-style-type: none"> Meeting with president of ATHRA to discuss industry skills gaps and potential collaboration opportunities in future 	<ul style="list-style-type: none"> Industry workforce capability Skills development opportunities
28 & 29 April 2021	DSDILGP & Local businesses	Business capability development	<ul style="list-style-type: none"> Provision of ARTC speaker at DSDILGP led workshops in Goondiwindi, St George and Dirranbandi. Workshops focused on tendering tips 	<ul style="list-style-type: none"> Business capability development initiative (collaboration with DSDILGP)

Date	Stakeholder	Objective	Engagement summary	Issues raised and engagement outcomes
4 May 2021	RDA & DoE	Skills and business community programs	<ul style="list-style-type: none"> ▶ Meeting with RDA and the DoE to discuss encouraging supply chain development, STEM and early skilling initiatives 	<ul style="list-style-type: none"> ▶ Skills development opportunities ▶ Business capability development opportunities
May 2021–present	Local businesses	Business capability development	<ul style="list-style-type: none"> ▶ Three free sustainability webinars available online ▶ Local businesses invited to apply for free one-on-one mentoring with specialist ▶ Program aims to help suppliers build sustainability capacity 	<ul style="list-style-type: none"> ▶ Business capability development initiative
2020–2021	USQ & local university candidates	Skills development	<ul style="list-style-type: none"> ▶ 20 scholarships awarded (7 in QLD via USQ, including 1 from Toowoomba and 2 from Goondiwindi) for students starting university in 2020 and 2021 at University of Southern Qld, Charles Sturt University and La Trobe University 	<ul style="list-style-type: none"> ▶ Skills development opportunities
10 May 2021	TRC	Skills and business community programs	<ul style="list-style-type: none"> ▶ Meeting with Regional Economic Development team to provide general update on SIA, and upcoming skills and business capability initiatives 	<ul style="list-style-type: none"> ▶ Economic impact to local businesses, including labour draw ▶ Skills development opportunities ▶ Business capability development opportunities
10 May 2021	DSDILGP	Business capability development	<ul style="list-style-type: none"> ▶ Meeting regarding planned business capability activities, current DSDILGP programs and discussion of joint initiatives in progress 	<ul style="list-style-type: none"> ▶ Progression of supply chain mapping collaboration ▶ Opportunity for DSDILGP and ARTC to collaborate on elements of business capability development
25 May 2021	University of Newcastle and local Schools	Skills development	<ul style="list-style-type: none"> ▶ Sponsorship of Science and Engineering Challenge day attended by ~1000 local school students in Toowoomba ▶ Delivered through STEM on Track partnership with University of Newcastle. ▶ All other STEM on Track events for Toowoomba and Goondiwindi regions postponed due to COVID restrictions throughout 2020 and 2021 	<ul style="list-style-type: none"> ▶ Skills development opportunities
14 July 2021	TSBE, CSQ and local businesses	Business capability development	<ul style="list-style-type: none"> ▶ ARTC presentation at TSBE- and CSQ-led Professional Development Day in Toowoomba for local construction businesses 	<ul style="list-style-type: none"> ▶ Business capability development initiative (collaboration with TSBE & CSQ) ▶ Local supply opportunities
August 2021	CSQ and local Indigenous residents	Indigenous skills development	<ul style="list-style-type: none"> ▶ Letter of support for CSQ and AES led civils competency training in Toowoomba for local Indigenous residents 	<ul style="list-style-type: none"> ▶ Support for skills development initiative
18 August 2021	TRC	Skills and business community programs	<ul style="list-style-type: none"> ▶ Presentation to TRC officers and managers including approach to workforce management (including skilling) and business and industry plans 	<ul style="list-style-type: none"> ▶ Skills development opportunities ▶ Business capability development opportunities ▶ Importance of avoiding labour draw from local businesses, particularly of skilled labour

Date	Stakeholder	Objective	Engagement summary	Issues raised and engagement outcomes
9 September 2021	GRC	Skills and business community programs	<ul style="list-style-type: none"> ▶ Meeting with GRC Economic Development team to provide briefing regarding approach to workforce management (including skilling) and business and industry plans. Discussion of collaboration opportunities 	<ul style="list-style-type: none"> ▶ Skills development opportunities ▶ Business capability development opportunities ▶ Importance of avoiding labour draw from local businesses, particularly of skilled labour
9 September 2021	Indigenous community	Business networking	<ul style="list-style-type: none"> ▶ ARTC hosted 'Black Coffee', an Indigenous Business Network Event at its Toowoomba office 	<ul style="list-style-type: none"> ▶ Business networking opportunities
9 September 2021	TSBE and local businesses	Business capability development	<ul style="list-style-type: none"> ▶ ARTC speaker at TSBE-led Enterprise Evening in Toowoomba 	<ul style="list-style-type: none"> ▶ Local supply opportunities ▶ Importance of workforce development
6 October 2021	TSBE	Business capability development	<ul style="list-style-type: none"> ▶ Meeting with TSBE regarding workforce development events planned by ARTC for 2022. TSBE will support through its membership base 	<ul style="list-style-type: none"> ▶ Business development ▶ Employment pathways into ARTC ▶ Skills development opportunities
7 October 2021	CSQ and local schools	Skills development	<ul style="list-style-type: none"> ▶ Partnership with CSQ to deliver a 'Try a Trade' event at Millmerran State School, for school students to experience different trades and learn about potential careers with ARTC 	<ul style="list-style-type: none"> ▶ Skills development initiative ▶ Employment pathways into ARTC
26 October 2021–present	USQ	Skills development	<ul style="list-style-type: none"> ▶ Collaboration with USQ in Toowoomba to provide a series of video resources about Geological conditions in the Great Dividing Range and Lockyer Valley ▶ The resources were developed by ARTC during geotechnical investigations and are available for perpetual use by students and academics 	<ul style="list-style-type: none"> ▶ Skills development initiative
12 November 2021–present	Clontarf Foundation, local schools	Skills development	<ul style="list-style-type: none"> ▶ Launch in Toowoomba of partnership with Clontarf Foundation: a charitable organisation that improves the education, discipline, life skills, self-esteem, and employment prospects of young Indigenous men 	<ul style="list-style-type: none"> ▶ Skills development initiative ▶ Indigenous participation
22 November 2021	TRC	Skills and business community programs	<ul style="list-style-type: none"> ▶ Meeting with TRC officers and managers to discuss training and capacity building 	<ul style="list-style-type: none"> ▶ TBC
30 November 2021	Local businesses	Business capability development	<ul style="list-style-type: none"> ▶ Free webinar for local businesses to build their capability to support ARTC and other major projects. 	<ul style="list-style-type: none"> ▶ Business capability development initiative
February 2022	DESE, local businesses	Business capability and workforce development	<ul style="list-style-type: none"> ▶ Workforce development event in Goondiwindi 	<ul style="list-style-type: none"> ▶ Local supply opportunities ▶ Employment pathways with local suppliers
March 2022	Local businesses and Goondiwindi regional community	Workforce development event	<ul style="list-style-type: none"> ▶ An event to bring together local businesses, employers and employee candidates to network with employment service providers, Australian Apprentice Support Network Providers and other key agencies 	<ul style="list-style-type: none"> ▶ Facilitate workforce growth and development opportunities Employment pathways with B2G Contractor and other employment service providers ▶ Local supply opportunities

5.12.4 Indigenous participation and training

Engagement with Indigenous stakeholders has been a key element of the SIA and development of the SIMP, as detailed in Appendix X: Social Impact Assessment, Section 7.2.1.

ARTC has developed the Inland Rail Indigenous Participation Plan as the foundation of its commitments to Indigenous employment and training opportunities for Indigenous people. Further information on ARTC's training commitments and early implementation of Inland Rail Skills Academy programs is provided in Appendix X: Social Impact Assessment, Section 8.3.3.

In 2020, ARTC met with BNTAC and CSQ three times (during January, April and May) to progress discussions on Indigenous skills development, including the design and delivery of training and development programs for Indigenous workers and businesses. This enabled CSQ to ensure that the job readiness and construction skills programs consider the needs and aspirations of local Indigenous people.

An option proposed for consideration by BNTAC in cooperation with ARTC was the delivery of a tailored two-to-three-week training program focused on working within a rail corridor and construction work skills, followed by work experience with contractors working in construction projects. As an unpaid training proposal, this has not progressed with BNTAC. Alternative opportunities explored during workshops held in March and May 2022 included a proposed Think Tank Session with Inland Rail Skills Academy, the development of an Industry Working Group held on Country, and support for BNTAC's Youth Summit. These discussions with BNTAC are ongoing.

Other skills programs proposed for Bigambul People included an agricultural skills program and a Skilling Queenslanders for Work program to provide specific training to Indigenous people in the Project region. Information regarding potential candidates and potential workforce mapping has been sought by ARTC but not yet provided by BNTAC.

BNTAC and ARTC met in May 2021 and throughout 2022 to discuss BNTAC's proposal to develop its site at Turallin and achieve longer term legacy outcomes in conservation and ecotourism. ARTC made a public commitment to exploring collaborative opportunities with BNTAC for this site. As of December 2023, these discussions were ongoing.

5.12.5 Business opportunities and capability

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 the Project reference 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:

- ▶ Toowoomba Surat Basin Enterprise
- ▶ Goondiwindi Chamber of Commerce
- ▶ Pittsworth District Alliance
- ▶ Millmerran Commerce and Progress Association
- ▶ Inglewood Community Advisory Network (CAN)
- ▶ Gowrie Progress Association.

The SIA also incorporates the results of ARTC's consultation with the Department of Employment, Small Business and Training, Toowoomba Chamber of Commerce and the two councils' RSIS officers.

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 and ICN 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.

ARTC is committed to providing full, fair and reasonable opportunities for capable local businesses to compete and participate in the Project's supply chain. ARTC is also committed to ensuring that Indigenous businesses, including those located in the SIA study area, are identified and supported to participate in the Project's supply chain.

ARTC held a series of business capability workshops in Toowoomba, Goondiwindi, Pittsworth and online in November and December 2020, to engage with local and Indigenous businesses interested in supplying to ARTC and the Project. Engagement with business stakeholders was ongoing throughout 2021 and 2022, with a successful workforce development event held in Goondiwindi in March 2022. Non-resident workforce accommodation

Accommodation during the peak periods of Project construction is a key concern for stakeholders. The SIA outlines data collected on short-term visitor accommodation in the study area, including hotel, motel, bed and breakfast, boarding houses and caravan park accommodation. The SIA also examined housing availability to inform this impact assessment. The data shows that short-term accommodation is in relatively short supply in most potentially impacted communities and this information has informed the development of the SIA to manage non-resident workforce accommodation. ARTC has been actively engaging with tourism peak bodies across the Toowoomba and Goondiwindi regions and using existing channels and networks such as the Chambers of Commerce to conduct early engagement with short-stay accommodation providers. This engagement will be ongoing through detailed design.

ARTC has identified two properties suitable for temporary non-resident workforce accommodation facilities near Yelarbon and Inglewood, with a third Millmerran-based location to be determined during detailed design. Preliminary consultation on the proposed sites for non-resident workforce accommodation facilities was undertaken during preparation of the draft EIS and included:

- ▶ Discussion as part of SIA community and business workshops in Pittsworth and Millmerran (February 2019)
- ▶ Discussion with councils as part of SIA workshops with council staff (May 2019)
- ▶ ARTC meetings and correspondence with landowners of potential sites (September–October 2019)
- ▶ ARTC engagement with TRC and GRC about proposed camp locations (October 2019)
- ▶ Presentation of proposed sites for non-resident workforce accommodation as part of Community Information Sessions (October 2019).

During preparation of the revised draft EIS, ARTC continued consultation with councils and communities, including:

- ▶ Meetings with GRC in May and September 2021, which included discussion of proposed accommodation facility sites in Yelarbon and Inglewood
- ▶ Meeting with TRC in September 2021 to discuss the proposed accommodation facility site at Turallin near Millmerran
- ▶ Meetings with communities and council representatives near proposed accommodation facility sites to discuss the proposal and site selection criteria, traffic routes, concerns about loss of amenity, demands on emergency services or council service impacts, and hydrology aspects:
 - ▶ Yelarbon (18 August 2021) with 16 participants
 - ▶ Inglewood (27 September 2021) with 22 participants
 - ▶ Millmerran/Turallin (14 October 2021) with 35 participants.

Additional consultation was conducted in 2023, including:

- ▶ Presentation to the Goondiwindi Interagency Meeting on 9 March 2023
- ▶ Presentation to the Inglewood CAN on 5 April 2023
- ▶ Presentation to the Yelarbon CCC on 11 July 2023
- ▶ Engagement with GRC through regular
- ▶ Engagement with TRC through meetings and email correspondence.

Engagement with GRC, utility service providers and landowners for the Yelarbon and Inglewood non-resident workforce accommodation facilities has been ongoing in 2023. A meeting was held on 1 August 2023 and email correspondence dated 7 August 2023 discussing the impact of camps on the region, specifically connecting the camps to existing infrastructure (water, sewerage and utilities), and the additional pressure on recreation and medical facilities. Opportunities for local water supply and wastewater treatment is under investigation with the landowner and GRC. The revised draft EIS has been updated to reflect engagement to date and issues to be further considered in the Workforce Accommodation Plan.

Further details on the development of non-resident workforce accommodation and the outcomes of engagement are provided in Appendix X: Social Impact Assessment, section 7.3.4. The following engagement on the proposed locations has been undertaken, as detailed in Table E-57.

TABLE E-57 WORKFORCE ACCOMODATION CONSULTATION

Date	Stakeholder/ location	Engagement summary	Issues raised
February 2019	Pittsworth and Millmerran community	<ul style="list-style-type: none"> ▶ Discussion as part of SIA community and business workshops 	<ul style="list-style-type: none"> ▶ Location ▶ Impact on community services/facilities ▶ Local business opportunities
May and October 2019	TRC and GRC	<ul style="list-style-type: none"> ▶ Discussion about proposed camp locations 	<ul style="list-style-type: none"> ▶ Location ▶ Impact on community services/facilities ▶ Water for camp ▶ Flooding
September–November 2019	Landowners of potential sites	<ul style="list-style-type: none"> ▶ Engagement about proposed camp locations and layout ▶ One-on-one meeting with landowners—September–October 2019 ▶ Correspondence to landowners—October–November 2019 	<ul style="list-style-type: none"> ▶ Location and area of land required ▶ Camp features ▶ Timing
October 2019	Broader community	<ul style="list-style-type: none"> ▶ Community information sessions ▶ Presentation of proposed sites for non-resident workforce accommodation 	<ul style="list-style-type: none"> ▶ Locations ▶ Impact on community
August–October 2021	Broader community	<ul style="list-style-type: none"> ▶ Community information sessions ▶ Yelarbon: 18 August 2021—16 attendees ▶ Inglewood: 27 September 2021—22 attendees ▶ Millmerran: 14 October 2021—35 attendees 	<ul style="list-style-type: none"> ▶ Location ▶ Traffic/local roads ▶ Community/social impacts ▶ Community benefits ▶ Hydrology ▶ Site selection ▶ Additional strain on emergency services ▶ Consultation process ▶ Lack of existing services (water/ power/sewage)
May 2021 September 2021	GRC	<ul style="list-style-type: none"> ▶ Discussion of proposed location in Yelarbon and Inglewood 	<ul style="list-style-type: none"> ▶ Site selection criteria, preference for facility to be located at Goondiwindi and/or Inglewood ▶ Various located on private land have potential to accommodate non-resident workforce accommodation, subject to water and waste management infrastructure availability ▶ Impact on Council services and time required for any upgrades required: water, sewerage and waste management infrastructure ▶ Community impacts, including pressure on health facilities ▶ Local business and employment opportunities

Date	Stakeholder/ location	Engagement summary	Issues raised
September 2021	TRC	<ul style="list-style-type: none"> ▶ Discussion of proposed location at Turallin near Millmerran 	<ul style="list-style-type: none"> ▶ Site selection criteria, noting facilities have been approved previously in Millmerran and Oakey ▶ Legacy benefit of a camp at Millmerran to encourage business opportunities ▶ Impact to Council services: water, sewerage, and waste management infrastructure ▶ Community impacts and opportunities including legacy of accommodation to support development of tourism
31 August 2021	Community session: Yelarbon	<ul style="list-style-type: none"> ▶ Project update ▶ Overview of non-resident workforce accommodation ▶ Discussion on concerns 	<ul style="list-style-type: none"> ▶ Location ▶ Benefits
21 September 2021	Community session: Inglewood	<ul style="list-style-type: none"> ▶ Project update ▶ Overview of non-resident workforce accommodation ▶ Discussion on concerns 	<ul style="list-style-type: none"> ▶ Site selection ▶ Vicinity to town ▶ Roads and traffic ▶ Emergency services ▶ Consultation
13 October 2021	Community session: Turallin	<ul style="list-style-type: none"> ▶ Project update ▶ Overview of non-resident workforce accommodation ▶ Discussion on stakeholder concerns, including impact on community 	<ul style="list-style-type: none"> ▶ Roads and traffic ▶ Emergency services ▶ Flooding ▶ Site selection ▶ Millmerran preference ▶ Consultation process
9 March 2023	Presentation: Goondiwindi Interagency Meeting	<ul style="list-style-type: none"> ▶ Project update ▶ Overview of non-resident workforce accommodation including: <ul style="list-style-type: none"> ▶ what accommodation facilities are likely to include ▶ key considerations of the camp, including impact on surrounding community ▶ possible locations identified in the revised draft EIS (rdEIS) 	<ul style="list-style-type: none"> ▶ Locations ▶ Impact on surrounding community ▶ Ongoing engagement

Date	Stakeholder/ location	Engagement summary	Issues raised
5 April 2023	Presentation: Inglewood CAN	<ul style="list-style-type: none"> ▶ Project update ▶ Overview of non-resident workforce accommodation including: <ul style="list-style-type: none"> ▶ what accommodation facilities are likely to include ▶ key considerations of the camp, including impact on surrounding community ▶ possible locations identified in the rdEIS 	<ul style="list-style-type: none"> ▶ Locations ▶ Impact on surrounding community and infrastructure ▶ Ongoing engagement
11 July 2023	Presentation: Yelarbon CCC	<ul style="list-style-type: none"> ▶ Overview of non-resident workforce accommodation including: <ul style="list-style-type: none"> ▶ what accommodation facilities are likely to include ▶ key considerations of the camp, including impact on surrounding community ▶ possible locations identified in the rdEIS 	<ul style="list-style-type: none"> ▶ Locations ▶ Impact on surrounding community and infrastructure ▶ Ongoing engagement
2023 (ongoing)	Ongoing consultation with GRC: meeting held 1 August 2023 and email correspondence from 7 August 2023	<ul style="list-style-type: none"> ▶ Discussion and mitigation measures regarding key concerns identified by GRC, including options for connection to potable water and sewerage disposal 	<ul style="list-style-type: none"> ▶ Access to potable water supply ▶ Wastewater treatment or disposal

Water and waste requirements for non-resident workforce accommodation

The total daily water usage of non-resident workforce accommodation is a factor of the facility's occupancy numbers, and includes water used for toilets, showers, laundry, food preparation and cleaning. Further details on the proposed facilities, including supporting infrastructure, are outlined in Chapter 5: Project Description, Section 5.3.12.

Consultation with an accommodation camp service provider has informed the water strategy for accommodation camps. From this consultation, it was concluded that an average daily volume of 250 L/person/day should be adopted to estimate the water usage for non-resident workforce accommodation facilities (Australian Camp Services 2022, personal communication, 21 March). Opportunities will also be explored to use rainwater harvesting and greywater recycling to reduce water requirements (the TRC potable water supply has been removed as a potential water source). The daily water usage for non-resident workforce accommodation will fluctuate with occupancy throughout the construction period. A full breakdown of water quantity and quality required for non-resident workforce accommodation is provided in Chapter 5: Project Description, under construction water.

Consultation with GRC regarding connection to town water and mains sewerage for the Inglewood location is ongoing. ARTC will work with GRC and the landowner to finalise suitable options for this location, which potentially includes at-property waste treatment, and the installation of a bore. Community feedback and concerns raised during consultation will be considered in the workers' camps strategies. Additional stakeholder engagement and community consultation will continue closer to decision making of final locations.

Schools and school bus routes

The Brookstead, Yelarbon and Southbrook Central state schools are potentially impacted by the Project during construction and/or operation. Impacts to schools and bus routes are detailed in Appendix X: Social Impact Assessment, Section 7.4.

There is a potential for construction noise and traffic to affect the identified schools' amenity and access during construction. Operational noise and vibration may also impact the schools. Engagement with DoE and the school principals in 2018, 2021 and 2022 has confirmed an approach to audit and identify appropriate mitigation measures specific to each school's requirements. Details of these meetings are outlined in Section 4.2.3. ARTC will continue to consult closely with DoE and the Yelarbon, Brookstead and Southbrook Central state schools (facilitated by the Department) to:

- ▶ Confirm the location of the rail alignment, road realignments, and associated laydown areas and access tracks
- ▶ Describe the construction schedule and the nature of road–rail interface treatments, temporary disruptions to local traffic during construction, any disruptions to school bus routes and traffic management measures, e.g. supervised crossings, traffic flow and speed control measures, or relocation of pedestrian pathways
- ▶ Conduct an audit of the affected schools' site layouts based on updated noise modelling and assessments, to determine in-corridor or at-property treatments to mitigate operational rail noise impacts, which may include façade treatments, fence treatments or air conditioning
- ▶ Confirm all relevant school bus services and contact details for their operators to enable consultation with the operators
- ▶ Identify any specific considerations (e.g. off-campus sports or activities), which should be considered in the Project's Traffic Management Plan.

School bus services operate on eight routes in the potentially impacted communities, servicing the towns and suburbs of Gowrie Junction, Kingsthorpe, Westbrook, Brookstead, Pittsworth, Southbrook, Millmerran, Inglewood, Yelarbon and Goondiwindi. An initial assessment of the Project's impact to school bus routes has been made and management measures have also been outlined in Appendix X: Social Impact Assessment, Section 7.4.1.

Mitigation measures will include:

- ▶ Construction traffic on known school bus routes will be restricted to only essential movements during pick-up and set-down times on school days
- ▶ Further measures may include measures such as signage or protection on construction routes with a high proportion of cyclists or pedestrians, employing contractor driver briefings on safe driving to avoid active transport users and community notifications
- ▶ Relevant emergency services should be notified in advance prior to the movement of all hazardous/dangerous or oversize construction material and equipment

- ▶ Temporary traffic management to be implemented, e.g. road signs stipulating reduced speed limits, as per the Traffic Management Plan
- ▶ Consultation with school bus operators in relation to temporary and permanent traffic arrangements to enable adjustments to be made to service timetables.

ARTC will confirm construction routes and finalise vehicle numbers. Specific measures to mitigate impacts to active transport users will be required to be developed for the construction routes on a case-by-case basis.

5.12.6 Health and emergency services

The Project's impact on health and emergency services, including minimising wait times at road crossings is a key concern for the community. As such, ARTC has engaged broadly to better understand the impacts and refine reference design to ensure minimal impact to these critical services and facilities.

Engagement with QFES, QPS and local police stations along the alignment commenced in 2018 and is ongoing. In 2021, ARTC commenced regular one-on-one briefings and meetings with representatives from QPS, including with the Regional Director of Policing, Senior Intelligence Analyst Southern Region, Acting Superintendent and District Officer for Darling Downs and the Southern Region Assistant Commissioner. An ARTC representative attends the District Disaster Management Group and presents Project updates regularly to facilitate dialogue about the impact of the alignment on emergency services. In 2023, ARTC proposed a quarterly B2G Emergency Management Working Group, comprising senior members from QAS, QFES and QPS. ARTC will continue to liaise with these stakeholders and schedule regular engagement. The framework for emergency management across the B2G alignment, including operational communication protocols within each agency will also be established as part of this process.

Police, ambulance and fire services are coordinated from command centres in Toowoomba and Goondiwindi. Operational bases (police, ambulance and fire stations) are located in Pittsworth, Millmerran, Inglewood and Goondiwindi, with some services also available at smaller stations at Yelarbon, Gowrie Junction and Millmerran Downs. The SIA determined the Project may have the following impacts on emergency services during construction:

- ▶ Delays to emergency response vehicle times at road–rail interface construction sites and when encountering heavy haulage and large load vehicles (this is a matter of significant concern for community members, especially in relation to ambulance response times)
- ▶ Increased demand for police services associated with traffic control assistance associated at major construction sites (such as bridges and viaducts), and escorting oversize vehicles or loads (coordinated from Toowoomba)
- ▶ Possible increase in ambulance service demand in the event of road and/or workplace accidents at construction site.

The SIA also determined non-resident workforce accommodation may create greater demand for police services and identified measures to reduce the potential impacts of Project construction on emergency services include:

- ▶ Consultation with Toowoomba and Goondiwindi Local Disaster Management Groups, in addition to QPS and QAS, will continue through the detailed design process to ensure that appropriate access and egress solutions are incorporated into the detailed design to enable movements across the rail corridor
- ▶ 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
- ▶ Provision of a forward schedule for construction activities requiring oversized vehicle escorts to police services and all emergency services bases
- ▶ Early engagement with emergency service providers to develop co-operative mechanisms and protocols for emergency responses (first response and recovery), and the maintenance of regular liaison meetings from the commencement of construction works through to Project operation.

Further detail on engagement between ARTC and police and emergency services is provided in Appendix X: Social Impact Assessment, Section 8.5.8.

Consultation between ARTC and the Darling Downs Health and Hospital Service (DDHHS) commenced in December 2018 and is ongoing. This has identified the need for advance notice of the construction program and scheduled workforce build-up, to enable forward planning by DDHHS for any service adjustments that may be required. For example, smaller hospitals at Millmerran and Inglewood would not have capacity to service large numbers of non-residents without affecting locals' access, and would need supplementation, and other health services may require adjustments (such as additional prescription drugs and equipment) to meet the needs of a construction workforce. The Project's measures to mitigate workforce impacts on local health services and residents' access to services are detailed in Appendix X: Social Impact Assessment, Section 8.5.1 and include:

- ▶ Provision of information to enable DDHHS to plan for any increased or changed demands within hospital services
- ▶ Employment of paramedic staff at major work sites and/or non-resident workforce accommodation, in accordance with established ratios for paramedic care
- ▶ Encouraging personnel to access regular health services in their home communities prior to travelling to work sites, and to access their local services or state-wide services via telehealth appointments. This will minimise demands on local services and should avoid impediments to community members' access to local health services.

The Project will undertake quarterly consultation with Queensland Health during the Project's construction, to monitor impacts on local health services. If Queensland Health identifies a strain on local health services that is attributable to the Project, the Project will work with Queensland Health to implement appropriate measures such as funding for additional health services and programs (see Appendix X: Social Impact Assessment Section 8.5.1).

5.12.7 Mount Kent Observatory

The University of Southern Queensland's Mount Kent Observatory is located approximately 21 km southeast of the alignment. Concern has been raised through stakeholder engagement regarding the potential for lighting from the construction and operation of the Project to impact the operations of the observatory; however, the Mount Kent Observatory is not considered in the rdEIS as a sensitive receptor for light, due to the substantial distance from the alignment, the limited lighting associated with Project construction and operation, and the presence of several more substantial light sources that are closer to the observatory. Further details on lighting impacts and the Mount Kent Observatory can be found in Chapter 10: Landscape and visual impact assessment, section 10.3.3.

Consultation with the Mount Kent Observatory indicated that the potential for blasting, and therefore increased dust in the air, is of interest and that prior advice on any blasting to the observatory would be appreciated. Mt Kent has approached ARTC about an opportunity to secure cameras to Project infrastructure to access new data for the observatory. Consultation and discussions with the Mount Kent Observatory are ongoing with the Project team.

5.13 Economic impact consultation

The Project is located within the Darling Downs food production region, an important contributor to the State and national economy. In recognition of this, ARTC has engaged with local landowners and businesses along the alignment since 2018 to understand current operations and future proposals. This engagement and information will assist ARTC to manage construction and operational impacts to minimise the impact on these stakeholders.

Economic impact engagement was undertaken with the following business groups:

- ▶ Toowoomba Surat Basin Enterprise (TSBE)
- ▶ Toowoomba Chamber of Commerce
- ▶ Goondiwindi Chamber of Commerce
- ▶ Pittsworth District Alliance
- ▶ Millmerran Commerce and Progress Association
- ▶ Inglewood CAN
- ▶ Gowrie Progress Association.

Since 2018, engagement with businesses and industry has been conducted across a range of communication channels, and discussions have been focused on minimising the disruption to business and the economic implications of the Project on individual businesses. Outcomes of consultation with the major regional businesses impacted as a result of the Project are outlined in Table E-58. Other stakeholders consulted on the economic implications of the Project include but are not limited to:

- ▶ Farmers and agricultural producers directly or indirectly impacted by the Project
- ▶ Relevant peak bodies and organisations (e.g., Queensland Farmers Federation)
- ▶ GRC
- ▶ TRC
- ▶ Wagner Group
- ▶ Feedlots in Kurumbul, Whetstone, Bringalily and Millwood
- ▶ Graincorp
- ▶ Vary Agricultural Services
- ▶ DA Hall Pty Ltd
- ▶ Millmerran Power Project Partners / InterGen
- ▶ InterlinkSQ.

Consultation with directly impacted landowners to date indicates that farming, grazing and other business operations where acquisition would result in the closure or relocation of the business or retirement of the business owner include three cattle grazing properties and one cropping farm within the Toowoomba LGA. Additionally, acquisition would result in the relocation or closure of two transport businesses, and one welding business within the Toowoomba LGA. The affected businesses are located between Millmerran and Athol.

Engagement outcomes with key business stakeholders who will be economically impacted by the Project are detailed in Table E-58.

TABLE E-58 BUSINESS ENGAGEMENT OUTCOMES

Business	Engagement outcomes
GrainCorp silos located at: <ul style="list-style-type: none"> ▶ Yelarbon ▶ Yandilla ▶ Brookstead ▶ Yarranlea 	<ul style="list-style-type: none"> ▶ Regular meetings and site visits since April 2018 ▶ ARTC notes concerns regarding the closure of East Sawmill Rd level crossing in Yelarbon, and will continue to work collaboratively with GrainCorp to progress solutions addressing access to the Yelarbon silos during detailed design ▶ Potential interruptions to rail transport on existing rail lines, requiring further engagement with QR and Graincorp during the programming of construction activities, to minimise impacts on grain haulage by rail ▶ Noise mitigation control measures at all sites to ensure WH&S obligations are met ▶ Ongoing consultation to ensure Project design minimises impacts on GrainCorp's operations wherever possible
DA Hall and Co, poultry and piggery operations	<ul style="list-style-type: none"> ▶ Altering the Project alignment near Millmerran, to reduce impacts on Doug Hall and Co's intensive agribusiness operations
Sapphire Feedlot (Kurumbul)	<ul style="list-style-type: none"> ▶ ARTC has narrowed the Project footprint in the vicinity of the feedlot, mitigating impacts to high-value feedlot infrastructure, while upgrading and existing private crossings suitable for their feedlot trucking requirements
Yarranbrook Feedlot (Whetstone)	<ul style="list-style-type: none"> ▶ Project footprint traverses property and requires a compensation agreement with property owners ▶ Access road to feedlot also impacted, with an active level crossing proposed to maintain safe access to the feedlot ▶ Engagement is ongoing with property owners
DM Fletcher feedlot (Bringalily)	<ul style="list-style-type: none"> ▶ Project avoids feedlot infrastructure but severs land parcel. Access beneath a bridge crossing proposed
R Sydney and KM Stevens feedlot (Millwood)	<ul style="list-style-type: none"> ▶ Alignment mitigation measures undertaken in the area near Millmerran-Inglewood Rd to minimise impacts and avoid feedlot infrastructure; however, a degree of property severance would remain

Business	Engagement outcomes
Vary Agricultural Services	<ul style="list-style-type: none"> Concerns regarding Project's impact on their weighbridge and dust management during construction. ARTC will further investigate impacts based on weighbridge plans which Vary will supply. ARTC will also incorporate dust management procedures during construction to minimise this impact
Wagner Corporation	<ul style="list-style-type: none"> Engagement with Wagner Corporation to assist in facilitating greater intermodal opportunities and freight movements, in addition to supporting investment into these adjacent freight and logistic businesses Wagner Corporation has announced the development of an intermodal terminal in the Wellcamp Business Park and ARTC are committed to working with these stakeholders to assist with the modal shift, especially where the new Inland Rail infrastructure can provide a catalyst for more freight on rail
InterlinkSQ	<ul style="list-style-type: none"> ARTC has been working closely with Interlink to ensure Inland Rail does not negatively impact Interlink's Stage 1 Intermodal development (terminal development and connection to the QR line) including ensuring it is able to continue operations during PPP construction Discussions are progressing on design of Inland Rail with Interlink's Stage 2 development (Inland Rail connection), with a technical solution being agreed in principle
Millmerran Power	<ul style="list-style-type: none"> Through consultation with the business, changes to reference design were implemented to minimise impacts to identified areas with mineral resources The realignment remained on Millmerran Power property and provided a grade separation across Commodore Peak Road and Scraggs Road, which provided additional benefits to local community and road users

5.13.1 Grazing and farm businesses

Engagement with grazing and farm businesses has identified that impact to these business owners varies according to the location of the properties, including:

- Reduction in the area of productive land available for grazing/cropping as relevant, and/or the need for alternative agistment areas while fences or property infrastructure are disrupted, which will be addressed by the compensation process
- Severance of landholdings, leading to reduced access to land parcels and relocation or dissection of farm infrastructure, including irrigation equipment, pipelines, water storage or drainage infrastructure, which will be addressed through property-specific agreements.
- Reduced ability to move machinery, stock and supplies across the corridor, with particular concern regarding the movement of very large machinery through level crossings, which has been addressed through consultation with affected landowners, as part of designing specific level crossings
- Concerns about impacts on organic production certification, which will be addressed through air quality mitigation measures
- Temporary disruptions to access to landholdings and/or business operations, with alternative access arrangements provided for all properties
- The likelihood that some existing level crossings that are used by property owners would be closed which is being addressed through continuing consultation with affected landowners to ensure property owners' access across the rail corridor is maintained
- The potential for a small number of property owners to need to adjust their fencing or property management with respect to the wild dog check fence re-alignment, which is being addressed through a process of consultation being undertaken by GRC.

Property severance and/or loss of land area may affect the operations of these businesses and therefore the owners' incomes, which will be considered as part of acquisition and compensation agreements. ARTC will work with individual landowners to accommodate the continuation of current property management activities and access across properties, where possible, in the detailed 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 impacted structures as required and, where relevant, agreed noise mitigation measures.

5.13.2 Tourism

With the exception of Yelarbon, which is already located on the rail corridor, the Project design avoids town centres and any direct impacts on the tourism-oriented business within them. The potential for non-resident workers to displace tourists has been minimised through provision of accommodation for non-resident workers.

Engagement in May 2022 with Southern Queensland Country Tourism has informed the Project team of supply and demand in regional tourism. The Toowoomba Chamber of Commerce was also engaged to further inform ARTC's understanding of the impacts to tourism businesses, and to provide support for engagement with accommodation providers in the region as the Project progresses.

ARTC has captured peak tourism times and the impact of the Project on these will be considered during construction planning. These include during winter, and around the Carnival of Flowers in Toowoomba in September, the Camp Oven Festival in Millmerran in October, the Landscape Festival in Goondiwindi in October, and various racing and sporting events whose dates vary year to year. Specific engagement with accommodation providers will be ongoing through the SIMP.

Noise may also impact accommodation providers. The tourism establishments within 500 m of the Project footprint (where construction noise impacts are possible) are the Oasis Hotel in Yelarbon, Pittsworth Motor Inn, and the Brookstead Hotel. The owners have been consulted and expressed interest in accommodating and hosting Project personnel. The Yelarbon Hotel owner has also expressed support for the location of the non-resident workforce accommodation near Yelarbon. Other accommodation providers, who are within close proximity to the alignment, including a bespoke provider (farm homestay) near Inglewood may also be affected by noise. Consultation with this stakeholder is ongoing. As the noise modelling is completed in early 2024, further engagement with these impacted stakeholders will be undertaken. Engagement will continue through detailed design to explore options to mitigate any potential impact to these businesses.

5.13.3 Impact to other businesses along the alignment

Other businesses near the Project footprint where amenity could be affected by Project construction include:

- ▶ Yelarbon One Stop Shop and Service Station (50 m south of the Project footprint)
- ▶ Yelarbon Post Office
- ▶ Yelarbon Sawmill
- ▶ Caltex Pampas, Pampas
- ▶ The Brookstead Store and Post Office, Brookstead
- ▶ Brookstead Hotel, Brookstead
- ▶ Pittsworth Motor Inn, Pittsworth
- ▶ Club Pittsworth.

Businesses to which traffic access may be temporarily disrupted during construction include:

- ▶ Yelarbon One Stop Shop, Oasis Hotel Yelarbon, Yelarbon Service Station, and Yelarbon Sawmill, which are accessed from the Cunningham Highway
- ▶ Pittsworth Motor Inn, Pittsworth, approximately 200 m south of the alignment and with access from the Gore Highway.

The SIA identifies management measures to mitigate local business and industry impacts. These management measures include engagement with businesses that may experience noise exceedances to develop and implement feasible and effective mitigation measures to reduce impacts.

Engagement with TRC and GRC regarding the economic implications of the Project and the businesses listed above, has been conducted through the Social Impact Assessment, see Sections 6.6.3 and 7.5.4. Consultation with councils informing the SIA is detailed in Appendix E: Consultation Report, Table E-54. Engagement outcomes have informed Appendix Y: Economic Impact Assessment.

On 27 September 2019, a workshop was held in Brisbane to inform the Economic Impact Assessment (EIA) with OGC, TMR, DSDMIP and Queensland Treasury. The Project's response to issues discussed is outlined in Table E-59.

TABLE E-59 BRISBANE B2G ECONOMIC IMPACT ASSESSMENT 2019

Attendees	Issue raised	EIS response
OCG TMR Treasury DSDMIP	Local impacts	Assessed in the B2G EIA
	Darling Downs Regional Plan	Addressed in Section 2 of the B2G EIA
	Impact Assessment Area	Explained in Section 3 of the EIA
	Economic benefit assessment	Consistent with the 2015 Inland Rail Business Case
	Allens Study	Input for B2G EIA consistent with the Business Case
	Employment and labour force	Explained in Section 5 of the EIA
	Engagement with business	The B2G SIA and EIA benefit from direct engagement with business
	Description of the economy	Baseline is agriculture; small percentage in mining/resource sector
	Benefits to towns	Employment for the region described, staging of construction schedule and impact assessment are defined
	Commodities in the supply chain	Consistent with the 2015 Inland Rail Business Case
	Future linkages	The current project is for the establishment of trunk rail infrastructure. Future linkages will be subject to separate approvals processes
	Link with QR network	Tie-ins proposed with the Western Line and South Western Line
	Origin-destination demand	Identifies where key business would potentially use the alignment
	Cumulative impact	Commentary provided on slack versus tight labour market, that is, similar skills being demanded, scheduling of construction, etc.
	Local labour market	Context provided in the EIA for local labour market (movement from other industries)
	Construction water/energy generation/impacts to landowners	Dealt with in relevant technical chapters. Cross reference provided in EIA
	National impacts	Program and link benefits
	Benefits	Report to emphasise the positive economic benefits

5.14 Resource management (soil and spoil) consultation

Consultation has informed ARTC on key areas for resource management during construction. These areas of engagement with local businesses and key stakeholders include: TRC and GRC; commercial waste facilities; quarries and soil providers; bulk water suppliers; and other stakeholders who have an interest in taking spoil and providing materials and water for construction of the Project.

5.14.1 Waste management consultation

Consultation has informed ARTC on waste management facilities on services and capacity to take Project waste during construction. Discussions with waste management facilities covered waste services and capacity offered in the TRC and GRC regions.

Along the alignment, 20 waste management facilities have been consulted. In the Toowoomba shire, 14 waste management facilities have expressed interest in entering into a commercial arrangement to deliver waste management services. In the Goondiwindi shire, three waste facilities have been consulted and expressed interest in taking waste from the Project. An additional facility in Dalby was consulted and two additional commercial businesses have expressed interest in taking materials during construction. While negotiations are at an early stage, these discussions will be ongoing as the Project evolves to detailed design. ARTC will provide ongoing engagement to ensure these suppliers are actively informed at every stage of the Project.

Table E-60 outlines the engagement conducted with waste management facilities conducted in January 2022 and the outcomes discussed.

TABLE E-60 SUMMARY OF WASTE MANAGEMENT FACILITIES CONSULTATION

Facility name	Location (approx. to B2G alignment)	Discussion outcomes
Goondiwindi Waste Facility (GRC)	Yelarbon, 51.3 km	Engagement outcomes with GRC waste management facilities: <ul style="list-style-type: none"> ▶ Goondiwindi facility can take spoil ▶ Inglewood facility can take spoil ▶ Yelarbon facility has closed to taking fill, it is now a transfer station
Inglewood Waste Facility (GRC)	Inglewood, <10 km	
Yelarbon Waste Facility (GRC)	Yelarbon, <1 km	
Brymaroo (TRC)	Gowrie Mountain 48 km	Engagement outcomes with TRC waste management facilities: <ul style="list-style-type: none"> ▶ All facilities are interested in taking waste, subject to specification and criteria ▶ TRC facilities have requested to continue dialogue to work with ARTC to resolve outstanding legacy projects, such as rehab, re-profiling and base course ▶ All facilities provided shapefiles to show the location of each site and provided the area (m²) of each facility ▶ This early engagement was a starting point for discussion and interest with the TRC Waste Facility Manager. Engagement will progress as the Project evolves
Captains Mountain (TRC)	Millmerran 13.1 km	
Cecil Plains Waste Facility (TRC)	Brookstead 39.9 km	
Charleton Waste Facility (TRC)	Gowrie Mountain 7.54 km	
Clifton Free Road (TRC)	Southbrook 45.3 km	
Ellengowan (TRC)	Pittsworth 33.5 km	
Geham Waste Facility (TRC)	Geham 21.2 km	
Glencoe Waste Facility (TRC)	Gowrie Mountain 7.3 km	
Grasstree Waste Facility (TRC)	Yandilla 6.1 km	
Haden Waste Facility (TRC)	Gowrie Mountain 47.5 km	
Meringandan West Waste Facility (TRC)	Gowrie Mountain 18.9 km	
Mingimarny (TRC)	Millmerran 19.9 km	
Westminster Street (TRC)	Gowrie Mountain 16.4 km	
Yandilla Waste Facility (TRC)	Yandilla <6 km	<ul style="list-style-type: none"> ▶ Engagement is ongoing, awaiting further information on capacity services available
Bland Sand and Gravel Quarry—Pittsworth	Pittsworth <7 km	
Bland Sand and Gravel Quarry—Millmerran	Millmerran <3 km	<ul style="list-style-type: none"> ▶ Engagement is ongoing, awaiting further information on capacity services available
Dalby Landfill	Gowrie Mountain, 71.9 km	<ul style="list-style-type: none"> ▶ Landfill is closed, suitable for spoil for landfill rehab (criteria acceptance to consider) but plenty of advance notice to be given as time would be required to make the site ready

5.14.2 Borrow pits consultation

There are six nominated borrow pit locations, see Appendix AD: Borrow Pits—Supporting Technical Information for more detail on these locations. Proposed borrow pit footprints and indicative access tracks have been placed to avoid areas of environmental value on desk-based review.

Following liaison with the Office of the Coordinator-General (OCG) since submission of the draft EIS, further assessment has been undertaken by ARTC to ensure that adequate material exists for the construction of the B2G Project from existing commercial operators and a range of feasible borrow pits locations. A feasibility assessment and high-level assessment have been undertaken to demonstrate that the potential borrow pit locations do not present unacceptable impacts on the surrounding environment and communities with appropriate mitigation and management.

In September and October 2023, ARTC undertook stakeholder engagement with all landowners identified as suitable borrow pit locations. The outcome of this consultation was positive, with all landowners providing voluntary access to enable further site investigations. The details of each location and engagement with landowners is outlined in Table E-61.

TABLE E-61 BORROW PITS CONSULTATION

Borrow pit	Location (approx. to B2G alignment)	Engagement outcomes
Mooroobie Lane	7.3 km	<ul style="list-style-type: none"> Engagement outcomes with the landowners were generally positive If appropriate, landowners renewed LAAs to facilitate survey work relating to the proposed borrow pit Landowner was provided with a map detailing the location of proposed borrow pit site and the proposed footprint This early engagement was a starting point for discussion with more detailed negotiations required as the Project evolves
Taits Red Ridge	0.7 km	
Mosquito Road	4.7 km	
Kooroongarra Anderson Road	1.3 km	
Heckendorfs Road (2 sites)	0.7 km and 2.2 km	
Millmerran Inglewood Road (GRC)	0.3 km	<ul style="list-style-type: none"> Engagement outcomes with GRC were positive Council provided access to facilitate early survey works relating to the proposed borrow pit Council was provided with a map detailing the location of proposed borrow pit site and the proposed footprint This early engagement was a starting point for discussion with more detailed negotiations required as the Project evolves.

5.15 Utilities/engineering infrastructure consultation

Utilities and engineering infrastructure owners whose infrastructure would be impacted, require augmentation or realignment due to the impact of the Project, have been consulted through regular meetings and workshops. Consultation with utilities and engineering infrastructure asset owners is ongoing.

One identified issue was on the property of the Millmerran Power Plant where, through consultation with the business, it was decided to shift the alignment a few hundred metres to the west to minimise impacts to identified areas with mineral resources. This realignment remained on their property and did not negatively impact on neighbouring properties. It also had the benefit of providing a rail over road grade-separation across Commodore Peak Road and Scraggs Road, which benefitted the local community and road users. As a result of engagement with Millmerran Power Project Partners in 2022 and 2023, it was identified that a small section of the Project alignment was a concern for the expansion plans of the mining licence and mine plans. Engagement with Millmerran Power Project Partners is ongoing and ARTC will work with this stakeholder to appropriately mitigate potential impacts to the business associated with the construction and operation of Inland Rail.

ARTC has successfully engaged with all other utility owners impacted by the Project and have collaborated on solutions for all identified impacts on infrastructure, based on the revised reference design. The key issues identified in consultation with asset owners, and the action taken to address these, are summarised in Table E-62.

This engagement also extends to the relevant utility owners, providing input into requirements to be included in tender documents as well as indicative cost estimates and expected durations for agreed technical solutions. The expectations for engagement either by ARTC or ARTC's contractor during detailed design, construction and operation has also been addressed.

TABLE E-62 SUMMARY OF UTILITIES/ENGINEERING INFRASTRUCTURE CONSULTATION

Date	Purpose	Attendance	Engagement outcomes
17 October 2018 Brisbane	To discuss Inland Rail and its potential impact on Powerlink assets	Powerlink	<ul style="list-style-type: none"> ▶ Understanding of current design impact on existing assets ▶ Treatment of potential interfaces
22 October 2018 Brisbane	To discuss Inland Rail and its potential impact on Santos assets	Santos	<ul style="list-style-type: none"> ▶ Project overview ▶ Contract preliminaries ▶ General business and requirements from each party
23 October 2018 Brisbane	To discuss Inland Rail and its potential impact on APA assets	APA	<ul style="list-style-type: none"> ▶ Quality of utility survey data ▶ Proposed alignment and design review milestones ▶ Treatment of potential interfaces
24 October 2018 Toowoomba	To discuss Inland Rail and its potential impact on TRC assets	TRC	<ul style="list-style-type: none"> ▶ Status of designs and utility surveying ▶ Treatment of potential interfaces ▶ Future TRC assets planned within Inland Rail construction timeframe
15 November 2018 Brisbane	Progress meeting	APA	<ul style="list-style-type: none"> ▶ APA to review current design ▶ Proposed alignment ▶ Patrols of APA pipeline route ▶ Access to easements
21 November 2018 Brisbane	Risk workshop	APA	<ul style="list-style-type: none"> ▶ Project description and scope of works and technical criteria (SWTC) ▶ Interaction during tender period with APA and Contractor ▶ Management of interface treatments (pipeline protection solutions) ▶ Lessons learnt for Parkes to Narromine ▶ Access to easements and existing access locations ▶ Criteria for pot-holing locations
28 November 2018 Brisbane	To discuss Inland Rail and its potential impact on Millmerran assets	Millmerran Power	<ul style="list-style-type: none"> ▶ Proposed alignment and current design ▶ Interfaces ▶ Contestable or non-contestable works ▶ Access to easement ▶ Hold point inspections
4 December 2018 Brisbane	To discuss Inland Rail and its potential impact on Ergon Energy	Ergon Energy	<ul style="list-style-type: none"> ▶ Interfaces ▶ New connections for active level crossings
5 December 2018 Toowoomba	Progress meeting	TRC	<ul style="list-style-type: none"> ▶ 375 diameter rising sewer near start of B2G/G2H Projects ▶ Interaction with Interlink ▶ New water connections required for Inland Rail ▶ Potential affected trunk water mains potentially affected

Date	Purpose	Attendance	Engagement outcomes
Weekly from January 2019 Brisbane	To discuss Inland Rail and its potential impact on Telstra assets	Telstra	<ul style="list-style-type: none"> ▶ Potential interfaces and proposed treatments ▶ Status of design across the Program ▶ Timing for construction works by Telstra across the Program
15 March 2019 Brisbane	Progress meeting	TPG	<ul style="list-style-type: none"> ▶ Proposed alignment ▶ Potential interfaces and proposed treatments ▶ SWTC contents ▶ Agreements for feasibility study and Design & Construct contractor ▶ Potholing of TPG assets and necessary TPG supervision
20 January 2019 Sydney	To discuss Inland Rail and its potential impact on Nextgen assets	Nextgen	<ul style="list-style-type: none"> ▶ Existing agreement with ARTC ▶ Impact of current design on existing assets ▶ Concept interface designs ▶ Contestable or non-contestable works
1 February 2019	Progress meeting	APA	<ul style="list-style-type: none"> ▶ Access maps and test point locations ▶ Tunnel contractor methodology and Geotech report ▶ Contractor to provide APA with a tunnelling report/methodology for review ▶ Agreed to implement the lessons learned from P2N to implement design reviews for APA at 30%, 70% and 100% ▶ Works to occur in accordance with a Recoverable Works Agreement (RWA)
15 March 2019 Brisbane	Progress meeting	Powerlink	<ul style="list-style-type: none"> ▶ Progress of feasibility study ▶ Interaction during tendering period
19 March 2019 Brisbane	To discuss Inland Rail and its potential impact on NBN assets	NBN	<ul style="list-style-type: none"> ▶ Potential interfaces ▶ Status of design ▶ NBN concept designs ▶ Contestable or non-contestable works ▶ Agreements for feasibility works
27 March 2019	Progress meeting	APA	<ul style="list-style-type: none"> ▶ Understand and resolve technical issues around extents of embankments
Ongoing (meeting)	Progress meeting	Essential Energy	<ul style="list-style-type: none"> ▶ Regular progress meetings to discuss existing interfaces and planned works
9 April 2019	Progress meeting	APA	<ul style="list-style-type: none"> ▶ APA to review potential adequacy of current pipeline protection measures where pipe is exposed. APA to review adequacy of Armco barriers ▶ Discussions about timing of APA inspectors for construction works
7 June 2019	Progress meeting	APA	<ul style="list-style-type: none"> ▶ SWTC ▶ APA to provide minimum easement requirements and conditions to work near APA assets—required by August 2019 ▶ General technical review comments provided by APA for B2G

Date	Purpose	Attendance	Engagement outcomes
6 March 2020	In-principle approval	Santos	<ul style="list-style-type: none"> ▶ In-principle approval provided by Santos ▶ All work to be carried out in accordance with the in-principle approval granted by Santos 6/3/20.
16 July 2020	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ Overview of Program status ▶ Update on all projects with APA assets ▶ Update for SWTC progress ▶ RWA status (interface agreement with APA)
28 July 2020	APA Provide SWTC final version	APA	<ul style="list-style-type: none"> ▶ SWTC document review provided by APA includes: <ul style="list-style-type: none"> ▶ scope/Interactions with Inland Rail and APA ▶ summary of APA's assets ▶ costs/timeframes for conflict resolutions based on feasibility design ▶ meetings/communications ▶ early works
18 August 2020	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ Overview of Program status
18 September 2020	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ Review of previous minutes ▶ Interactive tender period workshop details ▶ Additional information process ▶ RWA update
27 October 2020	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ B2G Project update
4 November 2020	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Interfaces ▶ Existing clashes and proposed treatments for B2G and G2K ▶ Early works items ▶ New connections for active level crossings
6 November 2020	To discuss Inland Rail and its potential impact on Nextgen	Nextgen/Vocus	<ul style="list-style-type: none"> ▶ Interfaces with proposed design ▶ Existing clashes and proposed treatments for B2G and G2K ▶ Current works items in N2NS
9 November 2020	Inland Rail land tenure discussion	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Roles and responsibilities for site works containing land tenure activities ▶ Existing land tenure scenarios
25 November 2020	Inland Rail land tenure discussion—specifically, early works items	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Develop an approach, and high-level roles and responsibilities, to allow works on this site to resume

Date	Purpose	Attendance	Engagement outcomes
1 December 2020	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> IR Project updates Interactive tender period workshop details Additional information process RWA update
2 December 2020	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> Interfaces Existing clashes and proposed treatments for B2G and G2K Early works items New connections for active level crossings
7 December 2020	Inland Rail land tenure discussion	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> EQL/ARTC meeting to discuss generic roles and responsibilities for site works containing land tenure activities Existing land tenure scenarios
13 January 2021	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> Interfaces Existing clashes and proposed treatments for B2G and G2K Early works items New connections for active level crossings
22 January 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> IR Project updates
28 January 2021	Inland Rail land tenure discussion	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> Following discussions with Matt, this meeting to discuss the technical aspects of moving forward with land requirements. The final terms etc. will still remain under discussion with the parallel land tenure meetings we have been having.
3 February 2021	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> Interfaces Existing clashes and proposed treatments for B2G and G2K Early works items New connections for active level crossings
12 February 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> IR Program updates
4 March 2021	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> Interfaces Existing clashes and proposed treatments for B2G and G2K Early works items New connections for active level crossings
8 March, 14 April 2021	Progress meetings (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> IR Program updates
21 April 2021	Inland Rail land tenure discussion	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> Primarily to discuss recent licence document circulated and progress of other documents

Date	Purpose	Attendance	Engagement outcomes
23 April 2021	Impacted Utility Provider— Queensland Infrastructure Tenure Proposal (ARTC/ InterGen)	InterGen (Millmerran Operating Co.)	<ul style="list-style-type: none"> ▶ Land tenure discussion ▶ Licence agreement review
27 April 2021	TRC—utility discussion	TRC	<ul style="list-style-type: none"> ▶ The purpose of this meeting is to discuss who/how we respond to Council's position regarding impacted utility works (ref. TRC email of 24/04 from C Sleeman)
5 May 2021	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Interfaces ▶ Existing clashes and proposed treatments for B2G, G2K & K2ARB ▶ Early works items ▶ New connections for active level crossings
12 May 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ Agreement defines how the entity easements will exist over the Project lifecycle
2 June 2021	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Interfaces ▶ Existing clashes and proposed treatments for B2G, G2K & K2ARB ▶ Early works items ▶ New connections for active level crossings
15 June 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ IR Project updates ▶ Agreement defines how the entity easements will exist over the Project lifecycle
25 June 2021	Inland Rail land tenure discussion (specifically early works)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Deliverables ▶ Property & tenure discussions
1 July 2021	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Interfaces ▶ Existing clashes and proposed treatments for B2G, G2K & K2ARB ▶ Early works items ▶ New connections for active level crossings
13 July 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ IR Project updates
04 August 2021	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Interfaces ▶ Existing clashes and proposed treatments for B2G, G2K & K2ARB ▶ Early works items ▶ New connections for active level crossings
12 August 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ IR Project updates ▶ Update to B2G interaction report
27 August 2021	To discuss Inland Rail and its potential impact on Nextgen	Nextgen/Vocus	<ul style="list-style-type: none"> ▶ Interfaces with proposed design ▶ Existing clashes and proposed treatments for B2G and G2K ▶ Current works items in N2NS ▶ Technical design issues on B2G

Date	Purpose	Attendance	Engagement outcomes
8 September 2021	To discuss Inland Rail and its potential impact on Ergon Energy (monthly progress meeting)	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Interfaces ▶ Existing clashes and proposed treatments for B2G, G2K & K2ARB ▶ Early works items ▶ New connections for active level crossings
8 September 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ IR Project updates ▶ Update to B2G interaction report
21 September 2021	Progress meeting	Powerlink	<ul style="list-style-type: none"> ▶ General update on status of projects ▶ Expectations moving into the preferred phase with ARTC contractors for B2G and also G2K ▶ Engagement parties ▶ Land tenure discussion
6 October 2021	Program Meeting	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ General progress update on B2G and G2K ▶ Progress on TRC/TMR approvals for 33 kV Toowoomba tunnel connection early works project
6 October 2021	TRC land tenure meeting	TRC	<ul style="list-style-type: none"> ▶ Update on progress on B2G and G2K Projects ▶ Discussion on expected land tenure scenarios in preparation for a workshop to agree in principle, based on reference design
7 October 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ G2K discussion on proponent design alternatives, rates, etc. ▶ B2G interaction report amendment update ▶ RWA update ▶ Other projects in NSW progress
21 October 2021	Land tenure discussion	New Hope Group	<ul style="list-style-type: none"> ▶ General Project updates G2K and B2G ▶ Land tenure discussion relating to proposed easements and licences ▶ Collaboration letter particulars
3 November 2021	Program meeting	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ General Project updates B2G and G2K ▶ Progress on TRC/TMR approvals for 33 kV Toowoomba tunnel connection early works project ▶ Update on Ergon civil works tender
17 November 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ G2K discussion on proponent design alternatives, rates, etc. ▶ B2G interaction report amendment update ▶ General discussion on resource expectations from APA for all Projects (Program wide) ▶ Progress on other NSW Projects
24 November 2021	Land tenure meeting	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ Workshop to review proposed land tenure scenarios

Date	Purpose	Attendance	Engagement outcomes
24 November 2021	Land tenure meeting	Santos	<ul style="list-style-type: none"> ▶ Collaboration letter regarding land tenure ▶ Review of Santos clashes with B2G and G2K Projects and the engagement strategy for the different projects
1 December 2021	Program meeting	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ General Project updates B2G and G2K ▶ Update on Ergon civil works tender
8 December 2021	Land tenure meeting	APA	<ul style="list-style-type: none"> ▶ Discussion about Collaboration Letter ▶ Easement discussions
14 December 2021	Land tenure meeting	Millmerran	<ul style="list-style-type: none"> ▶ Land tenure discussions ▶ Collaboration letter review
14 December 2021	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ B2G interaction report amendment update ▶ General discussion on resource expectations from APA for all projects (Program wide) ▶ Updates from easement/land tenure discussions ▶ Progress on other NSW projects
5 January 2022	Program meeting	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ General updates on progress ▶ Land tenure discussions ▶ Collaboration letter updates
20 January 2022	Progress meeting (entire Inland Rail Program)	APA	<ul style="list-style-type: none"> ▶ Updated resource program ▶ B2G Interaction report update
9 February 2022	Program meeting	Energy Qld (Ergon Energy and Energex)	<ul style="list-style-type: none"> ▶ General updates on progress ▶ Land tenure discussions ▶ Collaboration letter updates
Ongoing meetings/discussions	Project Interaction Report	APA	<ul style="list-style-type: none"> ▶ Description of Project interactions with APA's assets ▶ Analysis of operational loading and construction loading, and interfaces ▶ Conclusions and recommendations ▶ Attachment of plans, standards, specifications, loading calculations, sketches of protection requirements ▶ This report and associated scope of works and Proponent offer will be included in the RWA, will be entered into by APA and ARTC initially.
Ongoing meetings/discussions	RWA document	ARTC/APA	<ul style="list-style-type: none"> ▶ Monthly meetings have taken place between Inland Rail commercial/legal and APA legal in order to agree the terms and format of the RWA ▶ This is now close to agreement by both parties ▶ Included items are: <ul style="list-style-type: none"> ▶ RWA process for entering corridor ▶ novation ▶ indemnity ▶ liability

5.16 Millmerran Alternate Alignment consultation

Following ongoing consultation with local business and community, an alternate alignment has been proposed for the Millmerran section of the alignment. The Millmerran Alternate Alignment (MAA) is being proposed in response to the feedback of the community, including through submissions to the EIS and after an extensive evaluation that showed there was an intolerable impact on a national supply chain agribusiness and employer in the Millmerran local community.

In recognition of these potential impacts, ARTC has revised the reference design to include:

- ▶ Revised horizontal and vertical alignments for engineering design optimisation with reduced social impact
- ▶ Relocation of the Millmerran crossing loop to chainage 132.177 km to 134.383 km without impacting the operational efficiency
- ▶ Road bridge over rail grade separation at Owen Scrub Road, rather than an active level crossing as previously proposed in the draft EIS
- ▶ Owen Scrub Road upgrade works to improve safety and increase design speeds in the approach to the rail crossing
- ▶ Removal of Lindenmayer Road active level crossing, noting the design alignment no longer impacts this road.

ARTC notes the advantages with the proposed updated design and the positive outcomes for the local community, being the removal of two active level crossings, increasing safety benefits for the community. This is particularly important for:

- ▶ Community members travelling to the Millmerran Waste Management Facility
- ▶ Workers travelling to the Millmerran Power Station, the piggery on Lindenmayer Road and landowners travelling within their community (home and local townships)
- ▶ Reducing the potential impacts on transport requirements for logistical operations required for the current and future farming operations
- ▶ Rail alignment traverses less area impacted by the 1% AEP Condamine River floodplain event.

The new alignment indicates no changes to 1% AEP Condamine River floodplain impact objectives (i.e. afflux, velocities, inundation, and directional flows) on properties housing infrastructure for major regional employer's business infrastructure.

The new alignment also reduces the adverse economic and social impacts by:

- ▶ Creating greater separation between a major Millmerran regional employer's main business infrastructure, reducing potential impacts or risks associated with Inland Rail's operational noise, vibration, light emissions, and potential biosecurity risks
- ▶ Avoiding direct impacts to future planned infrastructure
- ▶ Eliminating impacts to trafficability and access for future operations for the piggery infrastructure (Lindenmayer Road).

ARTC will continue to work with impacted landowners and businesses regarding this change from the draft EIS and will continue to consult with key stakeholders during the detailed design phase.

6. Communication tools



PHOTOGRAPH E-2 GOONDIWINDI SHOW, MAY 2019



PHOTOGRAPH E-3 PITTSWORTH MEETING, AUGUST 2017

The Project has a diverse range of stakeholders with various levels of skills and experience in engaging with large-scale infrastructure projects. Since the draft EIS, ARTC has bolstered its stakeholder engagement and communication program with the goal of encouraging broader community awareness and greater participation in consultation activities. An additional Inland Rail office was opened in Goondiwindi, opening five days a week from April 2021. The streamlining of Project communication tools in January 2021 aimed to provide more purposeful and effective communication, with printed newsletters, works notices and e-Blasts consolidated into a single, regular email newsletter (e-News). A greater focus on digital engagement during the COVID-19 pandemic also assisted ARTC to reach a broader audience through social media, videos, Project visualisations and interactive maps on the website.

During 2022 and 2023, the stakeholder engagement team focused on one-on-one engagement with directly impacted landowners to enable tailored consultation with each stakeholder. Face-to-face engagement activities were expanded in 2022 and 2023, including 55 pop-up stalls held in towns along the alignment for general community outreach, and staffed Project information displays at major community events such as local shows. A stakeholder engagement survey along the Inland Rail alignment was piloted in mid-2021 and has been conducted quarterly since then. The most recent survey was emailed to 9,200 residents in Victoria, NSW and Queensland, with the results informing continuous improvement in ARTC's stakeholder engagement planning.

Engagement and communications for the Project have been tailored to meet the relevant stakeholder requirements. For example, more technical information has been provided to experts on CCCs and government agencies, while more simplified communications and graphics have been used for the general community. Landowner information has been tailored to be relevant to their property. A combination of digital and traditional engagement tools has been used to achieve the greatest reach. The impact of COVID-19 has resulted in more stakeholders using digital communication tools.

Digital tools include:

- ▶ Website
- ▶ Interactive map
- ▶ Social media
- ▶ Videos
- ▶ A Project flythrough
- ▶ Graphics
- ▶ Email newsletters (e-News).

Traditional tools include:

- ▶ Information sessions
- ▶ Letterbox drops
- ▶ Fact sheets
- ▶ Maps
- ▶ Graphics
- ▶ Meetings (group and individual)
- ▶ Workshops and forums
- ▶ Phone calls
- ▶ Letters
- ▶ Newspaper and television advertising
- ▶ Presence at community events and shows.



PHOTOGRAPH E-4 TOOWOOMBA ROYAL SHOW, MARCH 2019

6.1 Project webpage

ARTC Inland Rail's website provided a readily accessible portal for stakeholders to access information about the proponent, the Project, EIS process and consultation opportunities. The website address is inlandrail.com.au/B2G.

Key details on the website included:

- ▶ EIS consultation activities
- ▶ Project team contact details for registration of interest and enquiries
- ▶ Links to key documentation including:
 - ▶ community engagement reports
 - ▶ community update newsletters
 - ▶ CCC meeting minutes and members
 - ▶ fact sheets
 - ▶ interactive Project map.

The website was periodically updated as the Project progressed, and examples of the ARTC website and Project webpage are shown in Figure E-11 and Figure E-12.

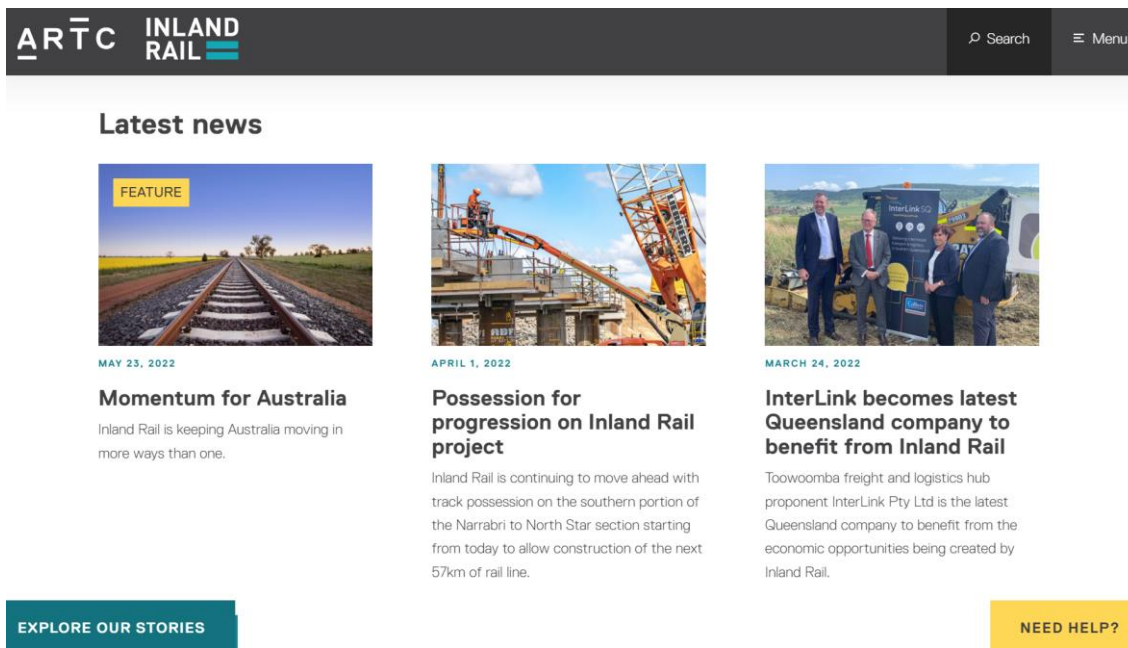


FIGURE E-11 ARTC PROJECT WEBSITE

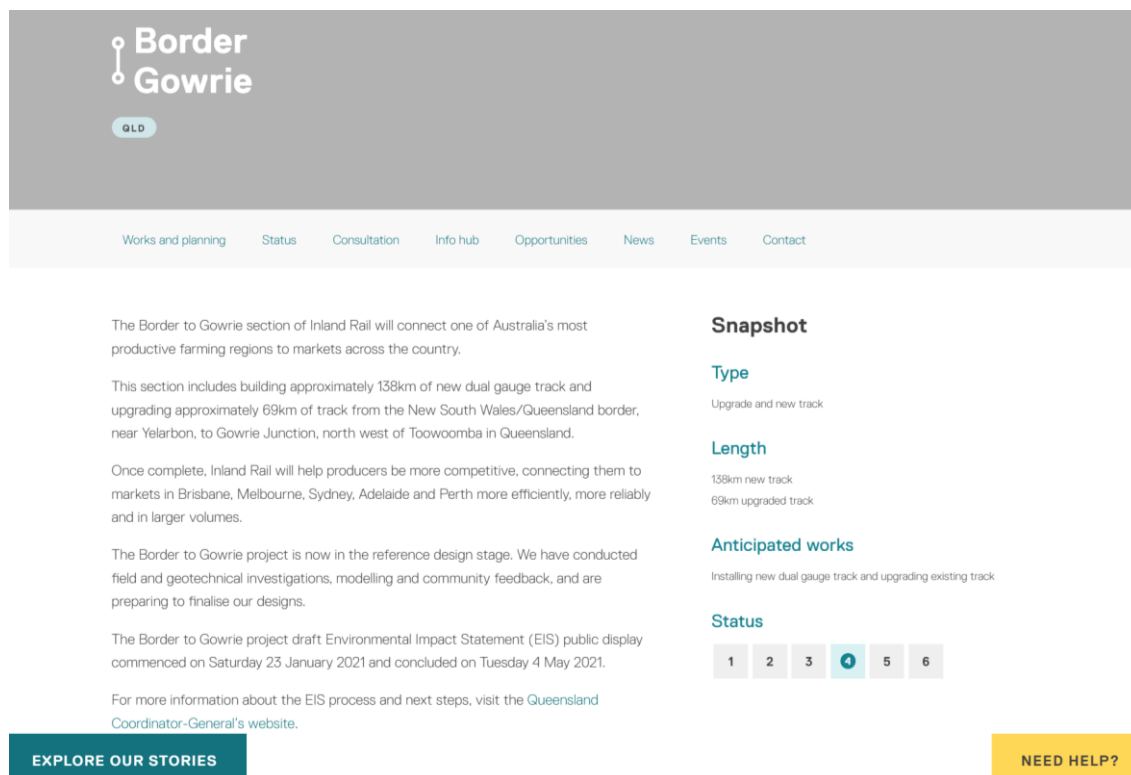


FIGURE E-12 B2G PROJECT WEBPAGE

6.2 Visualisations

Directly affected landowners and the wider community 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.

An example of a visualisation available on YouTube is shown in Figure E-13. Visual representations were provided in key areas of stakeholder interest, with an example shown in Figure E-14, Figure E-15 and Figure E-16.



FIGURE E-13 PROJECT FLY THROUGH AVAILABLE ON YOUTUBE



FIGURE E-14 VISUAL REPRESENTATION IN AREA OF STAKEHOLDER INTEREST



FIGURE E-15 VISUAL REPRESENTATION IN AREA OF STAKEHOLDER INTEREST



FIGURE E-16 VISUAL REPRESENTATION IN AREA OF STAKEHOLDER INTEREST

6.3 Fact sheets

Fact sheets were developed to inform stakeholders about key activities, such as environmental investigations, geotechnical investigations, road access and level crossing design, weed hygiene, complaints management process and land access. These fact sheets were common across all ARTC Inland Rail projects. In addition, a Project overview fact sheet on the B2G Project was also developed.

Fact sheets were available to stakeholders via the website and community information sessions, and were also used to support landowner meetings. Table E-63 summarises the content and distribution of the fact sheets. Multiple fact sheets are shown from Figure E-17 to Figure E-21, demonstrating examples of fact sheets on key areas of stakeholder interest.

TABLE E-63 SUMMARY OF B2G PROJECT FACT SHEETS

Timing	Fact sheet	Content	Distribution
February 2018	B2G Project overview fact sheet	Project overview including indicative timings	<ul style="list-style-type: none"> ▶ B2G Project website ▶ Community information sessions
December 2018	Weed hygiene fact sheet	Overview of ARTC's approach to managing weed hygiene	<ul style="list-style-type: none"> ▶ B2G Project website ▶ Community information sessions
March 2019	B2G public road–rail interface fact sheet	Overview of public road rail crossing design process and key locations of grade separations	<ul style="list-style-type: none"> ▶ B2G Project website ▶ B2G e-News ▶ Letterbox drop to study area
April 2019	Aboriginal cultural heritage fact sheet	Overview of ARTC's approach to managing cultural heritage in Queensland	<ul style="list-style-type: none"> ▶ Project website ▶ Community information sessions
October 2019	Queensland property acquisition fact sheet	Overview of property acquisition process	<ul style="list-style-type: none"> ▶ B2G Project website ▶ B2G e-News ▶ Community information sessions
October 2019	Local area fact sheets Athol to Gowrie Mountain Pittsworth to Southbrook Brookstead to Yarranlee Millmerran to Brookstead Whetstone to Millmerran Kurumbul to Whetstone	Localised fact sheets detailing key design features	<ul style="list-style-type: none"> ▶ B2G Project website ▶ B2G e-News ▶ Community information sessions
June 2021	Pampas local road changes	Details key design updates to road–rail interface and local road design in Pampas	<ul style="list-style-type: none"> ▶ B2G Project website
October 2021	Inland Rail fencing strategy	Details ARTC minimum fencing standards	<ul style="list-style-type: none"> ▶ B2G Project website
March 2022	Proposed road network changes in Athol	Details proposed road redesigns at Athol School Road and Purcell Road following community consultation	<ul style="list-style-type: none"> ▶ B2G Project website
December 2022	Assessment and management of flooding and hydrology in Queensland	Detail on flood impact modelling, and how plan to mitigate potential flood impacts through detailed design.	<ul style="list-style-type: none"> ▶ B2G Project website
February 2023	Border to Gowrie Project Fact Sheet	Project overview including indicative timings	<ul style="list-style-type: none"> ▶ B2G Project website ▶ Community information sessions



Approach to property acquisition in Queensland

FACT SHEET

QLD

Approach to property acquisition

This fact sheet is a general guide about the property acquisition approach the Australian Rail Track Corporation (ARTC) will follow for Inland Rail in Queensland.

How will land be acquired for Inland Rail?

Property acquisition processes in Queensland are guided by state laws. Different processes and legislation applies to property acquisition for Inland Rail in other states.

In Queensland, most of the land required to deliver Inland Rail will be compulsorily acquired (resumed) by the Department of Transport and Main Roads (TMR) on behalf of the Queensland Government. The resumption process will be carried out in accordance with the *Acquisition of Land Act 1967*. This legislation sets out the process for acquisition, landowner rights and the assessment of compensation.

When will the compulsory land acquisition process commence?

A critical requirement for advancing Inland Rail in Queensland is for the Queensland Coordinator-General to accept the draft Environmental Impact Statement (EIS) as final and release a Coordinator-General's Evaluation Report for each project.

The Coordinator-General's Evaluation Report will consider whether the project can proceed, subject to further approvals or specific project requirements.

Formal land acquisition processes to secure the rail corridor and access to land for construction will not commence until a final EIS is accepted and the Evaluation Report has been released.

While the current design may show the rail alignment passing through a particular property, it may take some time to confirm whether part of or all of a property will be required for the project. The alignment may also change as a result of community consultation or the EIS approval process.

What happens if I am affected by a compulsory acquisition?

Finding out your property is proposed to be resumed can come as a shock and can be a confusing and challenging time for landowners.

If a compulsory acquisition is proposed for land you hold, you will receive a notice of intention to resume.

ARTC will work closely with TMR during the compulsory acquisition process to ensure you receive the appropriate project information and address any questions you may have.

Some aspects of the compulsory acquisition process can be complex. TMR is available to assist landowners on any resumption matters.



FIGURE E-17 APPROACH TO PROPERTY ACQUISITION IN QUEENSLAND FACT SHEET



Project reference design between Kurumbul and Whetstone

NSW/QLD Border to Gowrie

AREA FACT SHEET

QLD

About the project

The NSW/QLD Border to Gowrie (B2G) project is nearing completion of the reference design phase.

During this phase, we have carried out field investigations and consulted widely with landowners and key stakeholders. The information and feedback we have collected has assisted us to develop a project reference design. This design includes details such as the proposed rail alignment, public road rail crossings, and the project footprint.

In developing the reference design, we have considered the technical viability, safety, operational restrictions, constructability, environment, and community and property impacts.

Design development will continue and be assessed as part of the Environmental Impact Statement (EIS).

The proposed rail alignment

- ▶ follows the existing Queensland Rail (QR) South Western line from Kurumbul to Whetstone
- ▶ seeks to minimise property severance and impacts to dwellings by using existing infrastructure
- ▶ allows for two 2,200m crossing loops in Kurumbul and Whetstone, in addition to the existing QR loop near South Kurumbul Road
- ▶ requires track upgrades and the widening of the existing rail corridor by approximately 10m in some areas
- ▶ improves safety and clearances at the Cunningham Highway in Yelarbon with a road-over-rail grade separation
- ▶ allows for the realignment of East Sawmill Road to run parallel to the proposed alignment to accommodate the widening of the rail corridor
- ▶ avoids existing private dams and water infrastructure
- ▶ avoids impacts to farming in Yelarbon and Whetstone.

Technical constraints considered in the design process

- ▶ Graincorp operations
- ▶ Yelarbon township
- ▶ local feedlots
- ▶ existing road crossings.

The reference design may change as a result of further investigations, government approvals or during the detailed design phase.

We will continue to seek community feedback on the project's design and will keep you informed of any changes.



A feedlot near the existing rail line in Yelarbon.

FIGURE E-18 PROJECT REVISED REFERENCE DESIGN BETWEEN KURUMBUL AND WHETSTONE FACT SHEET, P1

Proposed clearances

Crossings identified as possible grade-separated intersections (where the rail goes over or under the road), are expected to have the following clearances:

- ▶ a minimum of 6.5m where the rail is over state roads
- ▶ a minimum of 5.5m where the rail is over local roads
- ▶ a minimum of 7.1m for all roads over rail.

These heights are subject to change based on ongoing discussions with the relevant road authority.

Pending project approval from the Australian and Queensland governments, the detailed design phase will be carried out by the contractor appointed to design and construct the project.

Although the project reference design includes heights, these may change during the detailed design process for the project. Any changes will need to be in line with the EIS and associated conditions, as well as requiring additional reviews and approvals.

How we have engaged

- ▶ landowner meetings
- ▶ site and property visits
- ▶ Community Consultative Committee (CCC) meetings
- ▶ technical working group meetings
- ▶ community information sessions
- ▶ social impact assessment community survey and workshops
- ▶ community workshops
- ▶ online interactive map.

Who we engaged with

- ▶ directly affected landowners
- ▶ local businesses
- ▶ government agencies and local councils
- ▶ community members
- ▶ industry and economic development groups
- ▶ CCC members
- ▶ Graincorp.

What you told us was important

- ▶ safe sighting distances at road intersections and level crossings
- ▶ keeping South Kurumbul Road open to enable continued access to Goondiwindi
- ▶ keeping current alignment of Georges Lane and Yelarbon Kurumbul Road to avoid property impacts and waste deposits
- ▶ safe crossing of the Cunningham Highway at Yelarbon that maintains access to the town and businesses
- ▶ understanding farm machinery movements
- ▶ understanding vehicle types and movements (e.g. cattle trucks, grain trucks, cars etc)
- ▶ understanding local businesses and road movements they generate
- ▶ minimising property severance.

How your feedback is being used

Feedback has assisted us to identify issues to be addressed in the EIS, the Social Impact Assessment and the detailed design phase. Where possible information is also being used to influence the current design process.

Public road rail crossings

Information from government agencies, road authorities and traffic counts was used in the development of the public road rail crossing design.

Any proposed changes to local roads will be subject to ongoing discussion with the Department of Transport and Main Roads and councils. Feedback from the community throughout this area included:

- ▶ requests to accommodate the movement of large trucks and farming machinery
- ▶ concerns about maintaining access to properties and farming businesses
- ▶ requests to maintain or improve safety at level crossings and road intersections
- ▶ sharing information about the types and quantities of road movements.



A Southern Darling Downs Community Consultative Committee meeting in 2018.

FIGURE E-19 PROJECT REFERENCE DESIGN BETWEEN KURUMBUL AND WHETSTONE FACT SHEET, P2

LOCATION/ TREATMENT	PROPOSED SOLUTION	COMMUNITY FEEDBACK ABOUT LOCAL ROAD USAGE
South Kurumbul Road	Remain as a level crossing.	<ul style="list-style-type: none"> ▶ road trains use South Kurumbul Road frequently ▶ main access road from Kurumbul and Yelarbon to Goondiwindi ▶ Kurumbul dump is located off Yelarbon Kurumbul Road/ Georges Lane.
Cunningham Highway Road over rail	<p>It is proposed a road bridge will be constructed over the Cunningham Highway.</p> <p>To increase safety for local road users, a cul-de-sac will prevent access from Kera Street to Yelarbon Keetah Road and Taloom Street/the Cunningham Highway.</p> <p>Bengalla Street will be extended through the gazetted road reserve to connect with Yelarbon Keetah Road and maintain local connectivity for residential Yelarbon.</p>	<ul style="list-style-type: none"> ▶ requests for safety to be improved by straightening the highway or introducing a grade-separation ▶ highway is busy with trucks ▶ concern about visual amenity and the height of the road bridge over the Cunningham Highway ▶ impacts to several properties adjacent to Taloom Street/ the Cunningham Highway need to be minimised ▶ traffic speed through Yelarbon is a concern ▶ any overpass needs to maintain access to Yelarbon and small businesses ▶ pedestrian access across the line needs to be considered.
Suttons Road	Remain as a level crossing.	<ul style="list-style-type: none"> ▶ main access for surrounding properties to Yelarbon ▶ farm equipment and semi-trailers cross the rail line at Suttons Road ▶ busy road seasonally during harvest.
Springborg Road	Remain as a level crossing.	<ul style="list-style-type: none"> ▶ access needs to be maintained for the mail run twice a week ▶ provides access to State Forest.
Whetstone Access Road	A level crossing is proposed at Whetstone Access Road.	<ul style="list-style-type: none"> ▶ access needs to be maintained for the mail run twice a week ▶ provides access to State Forest.
McDougalls Crossing Road	A level crossing is proposed at McDougalls Crossing Road.	<ul style="list-style-type: none"> ▶ provides access to State Forest ▶ alternative access to parts of Yarranbrook Feedlot.
Cremascos Road	A level crossing is proposed at Cremascos Road.	<ul style="list-style-type: none"> ▶ Cremascos Road is a high-traffic road used daily by road trains, tractors and employees at Yarranbrook Feedlot.

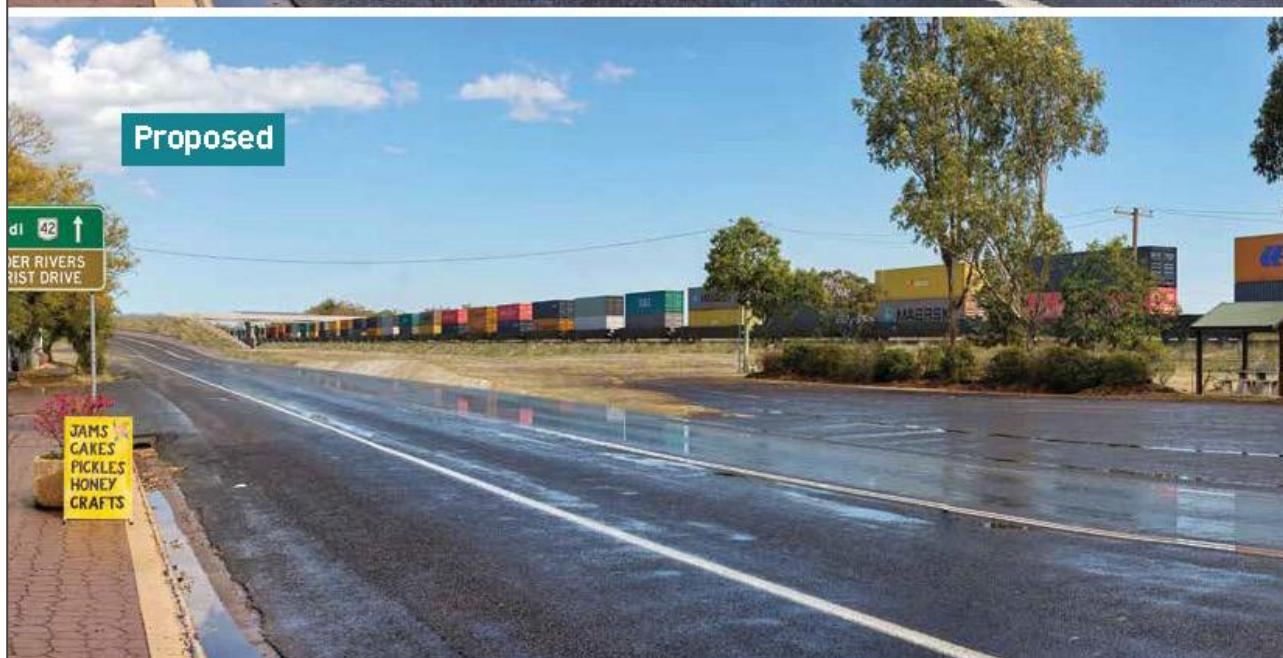
More information

To view the proposed rail alignment, learn more about proposed changes to roads or to provide feedback, please visit the interactive map at maps.inlandrail.com/b2g#/ or our project page inlandrail.com.au/b2g



Level crossings can be either passive or active. This illustration shows an active crossing.

FIGURE E-20 PROJECT REVISED REFERENCE DESIGN BETWEEN KURUMBUL AND WHETSTONE FACT SHEET, P3



View of the project reference design, including the proposed alignment within the existing QR rail corridor and Cunningham Highway realignment and road overpass, looking south-west towards Goondiwindi, from the Cunningham Highway near Memorial Park.

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.

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ARTC

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

CURRENT AS AT OCTOBER 2019

IR_1359

FIGURE E-21 PROJECT REVISED REFERENCE DESIGN BETWEEN KURUMBUL AND WHETSTONE, P4

6.4 Social media

ARTC Inland Rail's social media, primarily Facebook, was used to address emerging issues and advertise upcoming consultation opportunities, and directed stakeholders to where to find more information.

The Facebook URL is **facebook.com/inlandrailofficial**.

Facebook campaigns have been used for:

- ▶ Promotion of CCC meetings and CISs
- ▶ Public road crossing misinformation
- ▶ Public road crossing consultation
- ▶ Presence at regional community events
- ▶ EIS process, including public notification and submissions.

Based on the campaigns run in March 2019, the B2G advertising included 84 per cent of the click-throughs being generated by men, with the largest age group between 25–35.

In 2022, five B2G-specific social media campaigns have run, focusing on three SDDCCC and two IDCCCC meetings. This resulted in:

- ▶ 508 landing page views
- ▶ 26,280 people reached
- ▶ 97,612 impressions.

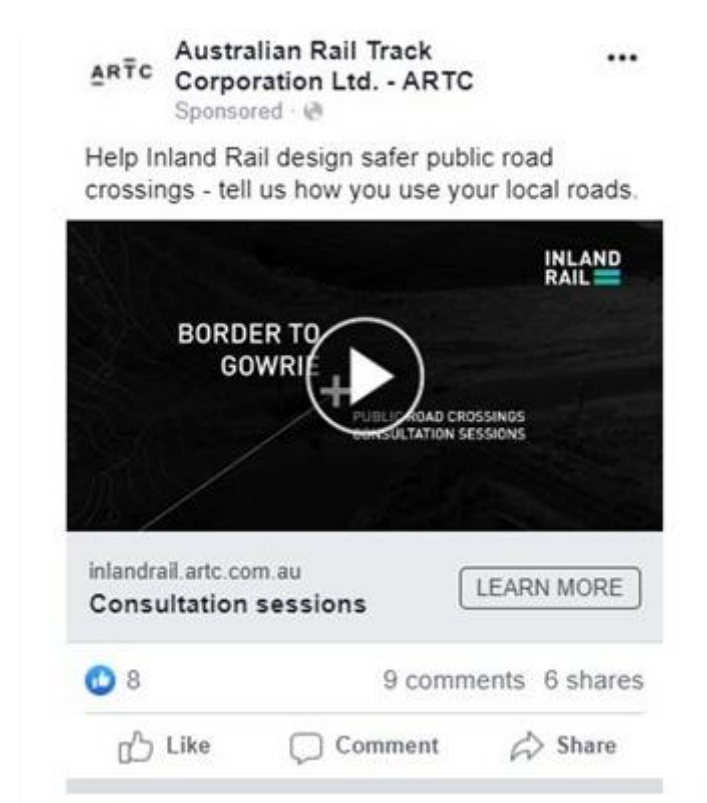


FIGURE E-22 FACEBOOK POST ON LEVEL CROSSING CONSULTATION SESSIONS

- ▶ 182 link clicks
- ▶ 7,397 people reached
- ▶ \$149.31 spent
- ▶ 76 per cent men reached (primary age 55–64)
- ▶ 8 likes, 9 comments, 6 shares

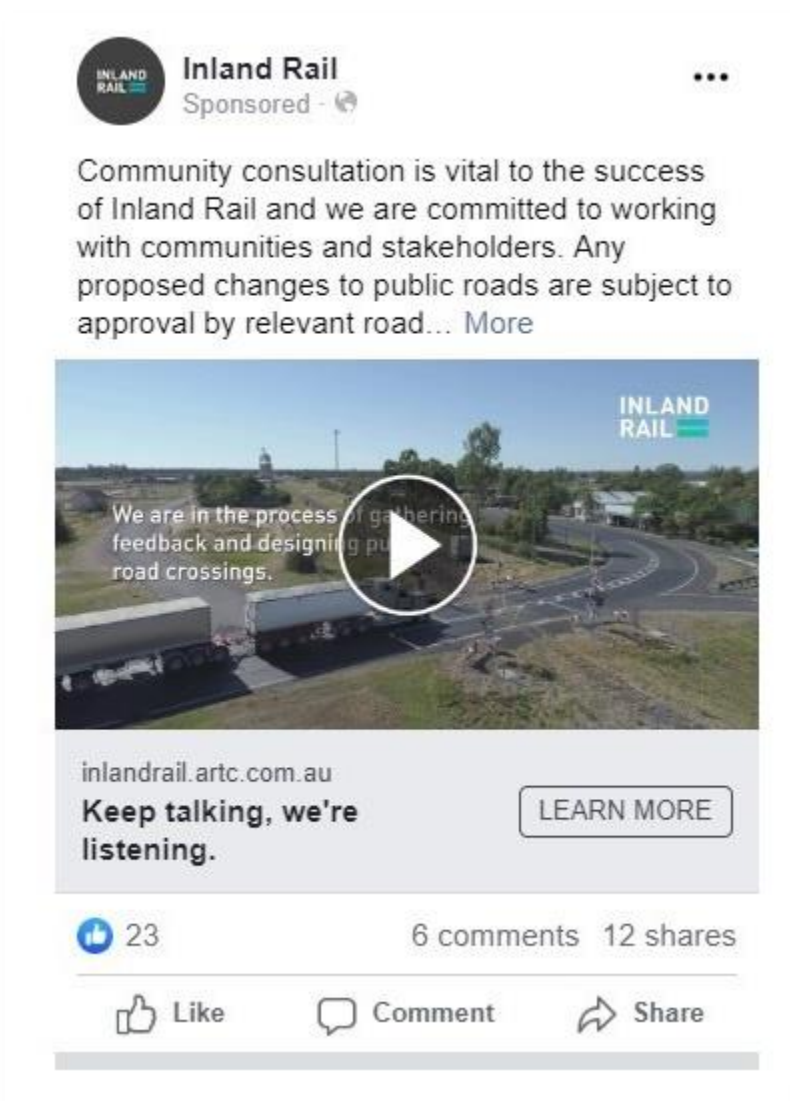


FIGURE E-23 FACEBOOK POST ON STAKEHOLDER ENGAGEMENT

- ▶ 603 link clicks
- ▶ 13,652 people reached
- ▶ \$343.23 spent
- ▶ 84 per cent men reached (primary age group 25–34)
- ▶ 23 likes, 6 comments, 12 shares



FIGURE E-24 FACEBOOK POST ON TOOWOOMBA SHOW

- ▶ Organic post (no \$ spent)
- ▶ 1,575 people reached
- ▶ 11 likes
- ▶ 4 shares
- ▶ 62 post comments

6.5 Email newsletter (e-News)

An email newsletter (e-News) was developed to inform stakeholders about the Project, including the draft ToR, focused area of investigation, Condamine River floodplain crossing, design development, the community survey and EIS process. The e-News is promoted through ARTC's website and at stakeholder engagement events. It is designed to inform the broader community on Project updates and details. Subscribers can opt in to receive multiple Project newsletters and can opt out of the subscription at any time. This process may be reflected in fluctuation of distribution data between 2018 and 2022.

The B2G e-News commenced in August 2018 and 37 were sent out to 30 June 2022.

Table E-64 details the e-News content and distribution details.

TABLE E-64 B2G E-NEWS SUMMARY

Timing	Content	Distribution
16 August 2018	<ul style="list-style-type: none"> Field investigations CCC meetings Condamine River floodplain update Supporting Brookstead State School 	Sent to 1,743 email addresses, opened 1,818 times and 245 click throughs
2 November 2018	<ul style="list-style-type: none"> Focused area of investigation Geotechnical and environmental investigations Information about contractors carrying out work Advertising information sessions Advertising community survey Supporting Kingsthorpe State School Acknowledgement of Professor Steven Raine 	Sent to 1,546 email addresses, opened 1,381 times and 93 click throughs
6 December 2018	<ul style="list-style-type: none"> Advertising ways to provide feedback about the Project Advertising the B2G interactive map Cadastral survey work Feedback from the November information sessions Community survey Supporting Pittsworth District Alliance host Christmas in the Park 	Sent to 1,971 email addresses, opened 1,663 times and 81 click throughs
15 February 2019	<ul style="list-style-type: none"> What to expect in 2019 Seeking information about local road use Mental health support New Chair for the IDDCCC Combatting misinformation Weed hygiene Field and geotechnical investigations 	Sent to 2,098 email addresses, opened 2,029 times and 251 click throughs
18 March 2019	<ul style="list-style-type: none"> Rail alignment update Public road crossing design update Hydrology modelling for Westbrook, Dry and Gowrie Creeks Pop up consultation stands CCCs Property acquisition Construction ramps up south of the border Biddeston State School P&C 4th annual 'Ladies Twilight Garden Party' Safety first Site investigations 	Sent to 2,285 email addresses, opened 2,071 times and 185 click throughs

Timing	Content	Distribution
17 April 2019	<ul style="list-style-type: none"> ▶ Advertising community funding grants ▶ Interactive map update ▶ Road rail crossings update ▶ Promoting Inland Rail social media ▶ In the news—More freight savings achieved through Inland Rail ▶ Out and about in the community ▶ Feedback we have received from the community ▶ Gowrie to Helidon update ▶ Safety over Easter 	Sent to 1,726 email addresses, opened 1,748 times and 923 click throughs
29 May 2019	<ul style="list-style-type: none"> ▶ Project update ▶ CCC meetings ▶ Social Performance Parkes to Narromine Project ▶ Inland Rail Conference ▶ FarmFest ▶ Second round sponsorship and donation applications are now open ▶ Field investigations and land access ▶ Goondiwindi Show ▶ NS2B Project update ▶ Dealing with stress 	Sent to 1,786 email addresses, opened 1,406 times and 220 click throughs
28 June 2019	<ul style="list-style-type: none"> ▶ Project update ▶ Outcomes from the CCCs ▶ Inland Rail Fast Facts ▶ Social Impact Assessment update ▶ FarmFest ▶ Site investigations 	Sent to 1,798 email addresses, opened 1,885 times and 173 click throughs
31 July 2019	<ul style="list-style-type: none"> ▶ Project update ▶ NAIDOC Week celebrations ▶ Noise assessment ▶ EIS update ▶ Crossing loops on Inland Rail ▶ Program achievements ▶ NS2B Project update ▶ Gowrie to Helidon update ▶ New Access and support services. 	Sent to 1,861 email addresses, opened 2,259 times and 269 click throughs
28 August 2019	<ul style="list-style-type: none"> ▶ Project update ▶ Successful sponsorship and donation applications ▶ Inland Rail Skills Academy ▶ Inland Rail Conference Lights Up Toowoomba ▶ CCC meetings ▶ Upcoming investigations ▶ Flood terminology explained ▶ Gowrie to Helidon Project update 	Sent to 1,743 email addresses, opened 776 times and 207 click throughs
27 September 2019	<ul style="list-style-type: none"> ▶ Project update ▶ Release of the B2G Project reference design ▶ Have your say ▶ Interactive map tips ▶ Next steps ▶ B2G fast facts ▶ Support services 	Sent to 1,738 email addresses, opened 812 times and 178 click throughs

Timing	Content	Distribution
31 October 2019	<ul style="list-style-type: none"> ▶ Project update ▶ Local area fact sheets ▶ Successful sponsorships and donations ▶ Community information sessions wrap up ▶ Property acquisition fact sheet ▶ Interactive map tips 	Sent to 1,821 email addresses, opened 831 times and 318 click throughs
29 November 2019	<ul style="list-style-type: none"> ▶ Project update ▶ Water for the Project ▶ CCC meetings ▶ Upcoming field investigations ▶ Local area fact sheets ▶ Property acquisition fact sheet ▶ Support services 	Sent to 1,843 email addresses, opened 801 times and 248 click throughs
20 December 2019	<ul style="list-style-type: none"> ▶ Inland Rail intergovernmental agreement signed ▶ Senate inquiry into the management of Inland Rail ▶ CCC meetings ▶ CCC membership renewal ▶ EIA submission ▶ Inland Rail undergraduate scholarships ▶ Proposed non-resident workforce accommodation ▶ Cultural heritage field investigations update ▶ First annual sustainability report released ▶ Support services ▶ Christmas office closure 	Sent to 1,877 email addresses, opened 861 times and 92 click throughs
29 January 2020	<ul style="list-style-type: none"> ▶ The year ahead ▶ 2019: a year in review ▶ Out and about ▶ Noise update ▶ Community consultative committee nominations due 31 January ▶ Did you know? Train numbers ▶ Field investigations ▶ Senate inquiry update ▶ South of the Border—supplier opportunities 	Sent to 1,860 email addresses, opened 832 times and 103 click throughs
28 February 2020	<ul style="list-style-type: none"> ▶ B2G flythrough ▶ Sponsorships and donations ▶ Inland Rail route history ▶ Community consultative committee update ▶ Latest Inland Rail fact sheets ▶ Field investigations ▶ March pop ups 	Sent to 1,867 email addresses, opened 908 times and 361 click throughs
24 April 2020	<ul style="list-style-type: none"> ▶ Border to Gowrie video update ▶ How you can continue to engage with us ▶ 2020 USQ scholarships awarded ▶ Addressing life's pressures ▶ New CCCs announced ▶ We're still open for business ▶ Out in the field ▶ The 'Merry Men' making our region brighter ▶ How Inland Rail is tracking ▶ Did you know? 	Sent to 1,986 email addresses, opened 893 times and 286 click throughs

Timing	Content	Distribution
12 June 2020	<ul style="list-style-type: none"> ▶ Inland Rail care packs ▶ Project update ▶ CCC update ▶ Upcoming works notification ▶ Sponsorships and donations 	Sent to 1,998 email addresses, opened 922 times and 270 click throughs
22 July 2020	<ul style="list-style-type: none"> ▶ Project update ▶ Independent flood modelling panel announced ▶ CCC ▶ Australian Government names Inland Rail as a priority project ▶ Toowoomba business community is on demand ▶ Sponsorship support meets much needed community corporation ▶ Latest works notification 	Sent to 1,973 email addresses, opened 919 times and 310 click throughs
31 August 2020	<ul style="list-style-type: none"> ▶ Project update ▶ ARTC donation puts Gummingurru artefacts in the spotlight ▶ CCC ▶ New Toowoomba office boosts local jobs ▶ North Star to Border flythrough ▶ Current and upcoming field investigations 	Sent to 1,961 email addresses, opened 886 times and 313 click throughs
30 September 2020	<ul style="list-style-type: none"> ▶ Project update ▶ Indigenous cultural heritage tour ▶ Rail corridor fencing ▶ Local sponsorship recipient ▶ CCC update ▶ Local business profile ▶ Mental health support ▶ Field investigations 	Sent to 2,154 email addresses, opened 1012 times and 344 click throughs
4 November 2020	<ul style="list-style-type: none"> ▶ Project update ▶ Business capability workshops ▶ Local sponsorship recipient ▶ ARTC Inland Rail scholarships ▶ Staff profile ▶ New IR website ▶ Field investigations 	Sent to 2,261 email addresses, opened 969 times and 280 click throughs
23 December 2020	<ul style="list-style-type: none"> ▶ Project update ▶ Local job projections ▶ Business capability workshops and mentoring program ▶ Local sponsorship recipient ▶ CCC update ▶ Field investigations ▶ Sustainability targets ▶ Fast five with CEO ▶ Mental health support ▶ Christmas closure 	Sent to 2,450 email addresses, opened 1,109 times and 334 click throughs
25 January 2021	<ul style="list-style-type: none"> ▶ Have your say on EIS ▶ Community outreach promotion ▶ Workshops for local businesses ▶ CCC date claimers ▶ Indigenous participation profile ▶ Goondiwindi office update ▶ Field investigations 	Sent to 2,532 email addresses, opened 1,096 times and 298 click throughs

Timing	Content	Distribution
26 February 2021	<ul style="list-style-type: none"> ▶ Project update ▶ Community outreach promotion ▶ ICN Gateway sign up ▶ CCC update ▶ Local sponsorship recipient ▶ Field investigations 	Sent to 3,090 email addresses, opened 1,212 times and 220 click throughs
29 March 2021	<ul style="list-style-type: none"> ▶ Project update ▶ ARTC jobs projections ▶ Local sponsorship recipient ▶ Contracts awarded and local benefits ▶ Indigenous artwork ▶ Interactive map update ▶ Meet the proponents PPP ▶ Upcoming works 	Sent to 3,236 email addresses, opened 1,100 times and 231 click throughs
28 April 2021	<ul style="list-style-type: none"> ▶ Project update ▶ CCC update ▶ Consultation wrap up ▶ Goondiwindi office update ▶ What is Inland Rail ▶ Local sponsorship recipient ▶ Property acquisition update ▶ Inland Rail scholarships ▶ Upcoming works 	Sent to 3,224 email addresses, opened 1,187 times and 260 click throughs
31 May 2021	<ul style="list-style-type: none"> ▶ Project update ▶ Sustainability webinars ▶ Inland Rail gauges ▶ Freight challenge ▶ Local business profile ▶ IR connectivity and Australian Government initiatives ▶ Upcoming works 	Sent to 3,240 email addresses, opened 1,225 times and 291 click throughs
30 June 2021	<ul style="list-style-type: none"> ▶ Project update ▶ Proposed Pampas road changes ▶ Millmerran State School STEM ▶ Local sponsorship recipient ▶ Inland Rail elements of a railway ▶ Contracts awarded and how to get involved ▶ Boosting regional skills development ▶ Upcoming works 	Sent to 3,242 email addresses, opened 1,173 times and 284 click throughs
6 September 2021	<ul style="list-style-type: none"> ▶ Inland Rail delivery strategy ▶ EIS update ▶ How to get Inland Rail-ready ▶ Indigenous school student support ▶ Local sponsorship recipient ▶ Inland Rail crossing loops ▶ What's happening on G2H ▶ Upcoming works 	Sent to 3,249 email addresses, opened 1,281 times and 537 click throughs
8 October 2021	<ul style="list-style-type: none"> ▶ New B2G map ▶ Contracts awarded and benefits 	Sent to 3,213 email addresses, opened 1,096 times and 378 click throughs

Timing	Content	Distribution
22 December 2021	<ul style="list-style-type: none"> ▶ Project update ▶ Flood modelling update ▶ Christmas period closing details ▶ Meet Delivery Director, Ed Matthews ▶ ▶ Covid 19 safety protocols for CCCs ▶ Millmerran State School Inland Rail Skills Academy ▶ CCC meeting updates ▶ Statement of Commitment with Bigambul People ▶ Skills Academy/Clontarf Foundation partnership ▶ Register for sustainability mentoring program ▶ Current and upcoming works 	Sent to 5,318 email addresses, opened 2,265 times and 434 click throughs
31 January 2022	<ul style="list-style-type: none"> ▶ Project update ▶ How to get in touch during Covid 19 ▶ Current and upcoming work 	Sent to 5,284 email addresses, opened 2,456 times and 508 click throughs
28 February 2022	<ul style="list-style-type: none"> ▶ Project update ▶ Meet new stakeholder engagement team members ▶ CCC meeting updates ▶ Community sponsorship and donations grants program update ▶ New Narrabri office opened ▶ Programs helping local business get involved with Inland Rail ▶ Sleeper contract awarded ▶ Current and upcoming works 	Sent to 5,906 email addresses, opened 2,784 times and 582 click throughs
30 March 2022	<ul style="list-style-type: none"> ▶ Project update ▶ Proposed road network changes at Athol Road ▶ CCC meetings updates ▶ Freight Connect contractor opens ICN Gateway site ▶ Bunya Park Scouts Community Sponsorships and Donations grant ▶ Goondiwindi workforce development workshop ▶ Why Inland Rail is important ▶ Current and upcoming works 	Sent to 5,857 email addresses, opened 2,820 times and 373 click throughs
31 May 2022	<ul style="list-style-type: none"> ▶ Project update ▶ Supporting National Reconciliation Week ▶ Koala genetics study underway ▶ North Star to Gowrie Major Survey Control 	Sent to 2,194 email addresses, opened 960 times with 227 click throughs
30 June 2022	<ul style="list-style-type: none"> ▶ Project update ▶ ARTC welcomes Toowoomba Inland Rail Summit ▶ Fast facts: What is detailed design? ▶ My farm, my community initiative helps to tackle rural crime ▶ National Reconciliation Week ▶ CCC meetings updates ▶ Current and upcoming works ▶ What's on? 	Sent to 2,163 email addresses, opened 999 times with 187 click throughs
5 September 2022	<ul style="list-style-type: none"> ▶ Invitation to Business Capability Workshops 	Sent to 526 email addresses, opened 283J times and 20 click throughs

Timing	Content	Distribution
6 September 2022	<ul style="list-style-type: none"> ▶ Project update ▶ Workforce development workshops for local businesses ▶ Business capability building workshops ▶ Emergency animal diseases ▶ Meet our new QLD stakeholder engagement manager for B2G ▶ Current and upcoming works ▶ Support helps Toowoomba Youth Choral Society hit the high notes ▶ What's on? 	Sent to 2,179 email addresses, opened 1,026 times , 152 click throughs
16 September 2022	<ul style="list-style-type: none"> ▶ Invitation to Workforce Development Workshops 	Sent to 332 email addresses, opened 181 times , and 22 click throughs
26 October 2022	<ul style="list-style-type: none"> ▶ Project update ▶ Independent review of Inland Rail announced ▶ International Panel releases final report on Inland Rail flood modelling in Queensland ▶ Inglewood Work Dogs group puts Inland Rail funds to work ▶ Inland Rail announces \$80,000 funding for local community groups ▶ Upcoming Community Consultative Committee meetings – November ▶ Current and upcoming works 	Sent to 2,123 addresses, opened 950 times , 171 click throughs
14 December 2022	<ul style="list-style-type: none"> ▶ Project update ▶ Join our ecology information session ▶ Final 2022 perceptions survey ▶ Dhinawhan Boys kick goals in 50th Koori Knockout ▶ Community Consultative Committee Chair's summary – November ▶ Register your business for the ICN Gateway ▶ Skills Academy celebrates first anniversary with Clontarf Foundation ▶ Current and upcoming works 	Sent to 2,111 email addresses, opened 940 times and 133 click throughs
13 January 2023	<ul style="list-style-type: none"> ▶ Invitation to B2G ecology information session 	Sent to 2,067 addresses, opened 849 times , 42 click throughs
1 March 2023	<ul style="list-style-type: none"> ▶ Project update ▶ Drop by our local information sessions ▶ Digging into geotechnical investigations ▶ Managing train noise impacts across Inland Rail ▶ Two Inland Rail projects get NSW Government environmental approval ▶ Upcoming Community Consultative Committee meeting – March ▶ Calling for community grant nominations ▶ ARTC kicks off Inland Rail in construction in Victoria ▶ Current and upcoming works 	Sent to 2,088 email addresses, 131 click throughs
13 June 2023	<ul style="list-style-type: none"> ▶ Project update – Inland Rail review ▶ Drop by our local information session ▶ Community Consultative Committee meeting minutes available online ▶ Community perceptions survey 	Sent to 2,041 addresses, opened 933 times, 167 click throughs

6.6 Letters

ARTC carried out direct mail outs of letters to inform residents of key Project milestones.

Table E-65 summarises the content and distribution of the letters.

TABLE E-65 SUMMARY OF LETTERS

Timing	Letter content	Recipients
February 2018	Advise of the study area and project declaration	Direct mail out to 1,893 stakeholders
September 2018	Advise that property is in the focused area of investigation	Direct mail out to 249 stakeholders
September 2018	Advise that property is outside focused area of investigation	Direct mail out to 1,644 stakeholders
September 2019	Release of reference design, including map of property impacts	Direct mail out to 301 stakeholders (includes multiple land holdings and Government stakeholders)
September 2019	Advise that property is not impacted by the reference design footprint	Direct mail out to 1,085 stakeholders
October 2019	Advice current modelling shows property may experience potential noise exceedances	Direct mail to 70 stakeholders with follow-up phone calls
January 2021	Letter to advise of EIS exhibition period	Direct mail out to 249 stakeholders
June 2021	Letter to advise about legal fees	Direct mail out to 206 landowners
May 2021	Letter to advise about TMR one on one consultations	Direct mail out to 206 landowners
December 2023	Letter to advise directly impacted landowners about Program priorities and progress of environmental approvals, following the Inland Rail review	Direct mail out to 116 landowners

6.7 e-Blasts

E-Blasts were used to inform stakeholders about specific milestones and advertise CCC meetings and B2G works, from September 2019 to March 2020. From this date, information contained in e-Blasts was included in e-News and other communication channels as appropriate.

Table E-66 details distribution of the blasts and content. An example of an e-Blast is provided below in Figure E-25.

TABLE E-66 SUMMARY OF B2G E-BLASTS

Timing	Focus	Distribution
21 September 2017	Introduction to the B2G Project and ARTC Inland Rail	Sent to 638 email addresses, opened 1,864 times and 362 click throughs
13 October 2017	Introduction to the B2G Project and ARTC Inland Rail Advertising information sessions	Sent to 701 email addresses, opened 1,654 times and 0 click throughs
18 October 2017	Amendment information session times	Sent to 699 email addresses, opened 1,146 and 0 click throughs
31 October 2017	Invitation for nominating Inner and Southern Darling Downs committee members	Sent to 1,607 email addresses, opened 4,177 and 0 click throughs
6 November 2017	Advertising November community information sessions	Sent to 870 email addresses, opened 1,039 and 0 click throughs
17 November 2017	Reminder for invitations for nominating Inner and Southern Darling Downs committee members	Sent to 1,638 email addresses, opened 2,015 and 0 click throughs
8 December 2017	Advertising transcript for the public Q&A session with Federal member of Groom on 18 November 2017	Sent to 936 email addresses, opened 986 and 254 click throughs
24 January 2018	Notification of survey works	Sent to 980 email addresses, opened 1,561 and 0 click throughs
2 March 2018	Advertising CCC meetings	Sent to 1,001 email addresses, opened 1,180 and 0 click throughs
5 March 2018	Advertising community engagement report	Sent to 1,005 email addresses, opened 1,091 and 266 click throughs

Timing	Focus	Distribution
7 March 2018	Advertising change of venue for CCC meetings	Sent to 1,001 email addresses, opened 745 and 0 click throughs
19 March 2018	Information about B2G declared at 'coordinated project' for which an environmental impact statement (EIS) is required	Sent to 1,007 email addresses, opened 1,439 and 389 click throughs
3 April 2018	Notification of geotechnical and environmental investigations	Sent to 1,009 email addresses, opened 1,107 and 0 click throughs
4 April 2018	Advertising CCC meeting	Sent to 1,001 email addresses, opened 957 and 0 click throughs
9 April 2018	Condamine River floodplain crossing open house sessions	Sent to 1,007 email addresses, opened 927 and 21 click throughs
4 May 2018	Notification of geotechnical and environmental investigations	Sent to 1,134 email addresses, opened 1,141 and 0 click throughs
8 May 2018	Advertising the draft ToR and community information sessions	Sent to 1,140 email addresses, opened 1,426 and 55 click throughs
21 May 2018	Advertising CCC meetings	Sent to 977 email addresses, opened 769 and 0 click throughs
15 June 2018	Advertising the draft ToR	Sent to 1,228 email addresses, opened 1,207 and 135 click throughs
20 July 2018	Notification of geotechnical and environmental investigations	Sent to 1,282 email addresses, opened 1,666 and 0 click throughs
29 August 2018	Advertising CCC meetings	Sent to 1,329 email addresses, opened 1,240 and 137 click throughs
14 September 2018	Notification of geotechnical and environmental investigations	Sent to 1,177 email addresses, opened 1,400 and 0 click throughs
31 October 2018	Advertising CCC meetings	Sent to 1,438 email addresses, opened 1,338 and 0 click throughs
13 November 2018	Advertising community survey for SIA	Sent to 1,464 email addresses, opened 1,624 and 0 click throughs
29 November 2018	Advertising the released the final ToR	Sent to 1,477 email addresses, opened 1,488 and 340 click throughs
15 March 2019	Advertising CCC meetings	Sent to 1,708 email addresses, opened 1,458 and 115 click throughs
24 October 2019	Advertising CISs	Sent to 1,717 email addresses, opened 807 and 23 click throughs
March 2020	COVID-19 response	Sent to 1,858 email addresses, opened 780 and 13 click throughs

Inland Rail NSW/QLD Border to Gowrie (B2G) project e-news

August 2019

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Welcome to the August edition of the NSW/QLD Border to Gowrie (B2G) project e-news. This edition includes:

- Project update
- Successful sponsorship and donation applications
- Inland Rail Skills Academy
- Inland Rail Conference Lights Up Toowoomba
- CCC meetings
- Upcoming investigations
- Flood terminology explained
- Gowrie to Helidon project update.

Project update

FIGURE E-25 EXAMPLE OF E-BLAST

6.8 Community update newsletters

Community update newsletters were developed to inform stakeholders about the Project, including the draft ToR and EIS process, the design development (including the focused area of investigation and Project reference design), Condamine River floodplain crossing updates, the community survey and other areas of stakeholder interest.

Five newsletters were sent out between September 2017 and June 2020. They were distributed to stakeholders via letterbox drop to the communities inside the study corridor as well as to adjacent communities. They were also widely distributed via ARTC Inland Rail's website, community information sessions, e-News, information sessions and agency briefings.

Table E-67 details distribution of the newsletter and content and Figure E-26 shows an example of a newsletter.

TABLE E-67 SUMMARY OF B2G COMMUNITY UPDATE NEWSLETTERS

Timing	EIS Milestone	Focus	Distribution
November 2017	B2G Project commencement B2G Project description Release of Draft ToR	<ul style="list-style-type: none"> ▶ Introduction to the B2G Project and ARTC Inland Rail ▶ Introduction to EIS process ▶ B2G Project timeframe ▶ Promotion of community information sessions ▶ B2G Project contact channels 	<ul style="list-style-type: none"> ▶ Letterbox drop to study area and adjacent communities (approximately 8,000) ▶ B2G Project website ▶ Available at community information sessions and agency briefings
October 2018	B2G Project update Focused area of investigation SIA community survey	<ul style="list-style-type: none"> ▶ Design update—focused area of investigation ▶ Condamine River floodplain crossing update ▶ B2G Project timeframes ▶ Promotion of community information sessions ▶ Promotion of the community survey ▶ Information on how community feedback is used ▶ Promotion of B2G Project feedback mechanisms 	<ul style="list-style-type: none"> ▶ Letterbox drop to study area and adjacent communities (approximately 5,000) ▶ B2G Project website ▶ Link provided in B2G e-News ▶ Available at community information sessions agency briefings
September 2019	B2G Project update Condamine River floodplain crossing update Proposed alignment Public road–rail crossing design	<ul style="list-style-type: none"> ▶ Design update—Project reference design including proposed alignment, public road road–rail crossings and changes to local roads ▶ Condamine River floodplain crossing update ▶ B2G Project timeframes ▶ Promotion of community information sessions ▶ Promotion of B2G Project feedback mechanisms 	<ul style="list-style-type: none"> ▶ Letterbox drop to study area and adjacent communities (approximately 5,000) ▶ B2G Project website ▶ Link provided in B2G e-News ▶ Available at community information sessions
April 2020	B2G Project update	<ul style="list-style-type: none"> ▶ B2G Project update ▶ Engagement during COVID-19 ▶ EIS update ▶ Project flythrough 	<ul style="list-style-type: none"> ▶ Letterbox drop to study area (approximately 1,200) ▶ B2G Project website ▶ Link provided in B2G e-News

PROJECT UPDATE OCT/NOV 2017



Inland Rail - Queensland Border to Gowrie

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

The Australian Government, through the Australian Rail Track Corporation (ARTC), is delivering the multi-billion dollar infrastructure in partnership with the private sector. The Government has committed \$8.4bn to deliver Inland Rail, on top of the \$900m already funded.

Benefits to the Darling Downs

- ▶ \$2.2 billion will be injected into the region, through providing direct access to commodity markets in Australia and abroad.
- ▶ Improved connectivity to the rail network means a faster, lower-cost link to Brisbane, Melbourne and other markets.
- ▶ Freight from the Darling Downs region will be more viable, due to lower transport costs and the ability to reach markets when needed.
- ▶ Regional employment will see a boost, with approximately 2,300 jobs during the construction period.

The New South Wales-Queensland Border to Gowrie (B2G) section of Inland Rail comprises approximately 146km of new dual gauge track, and 78km of upgraded track from the New South Wales-Queensland border near Yelarbon, to Gowrie Junction, north west of Toowoomba.

The Federal Minister for Infrastructure and Transport, the Hon. Darren Chester, recently announced the preferred corridor for Inland Rail between the NSW/QLD border and Gowrie. The two kilometre-wide study corridor to progress to the next phase of design will go via Millmerran, Brookstead, Pittsworth and the Wellcamp-Charlton Industrial Precinct.

This study corridor will now be taken forward into the formal project planning and approvals process. A map showing the two kilometre-wide preferred study corridor is shown over the page. It can also be viewed on the Inland Rail website at www.inlandrail.com.au.

The need for Inland Rail

Australia's freight volumes are expected to grow by 80% by 2030 to approximately 32 million tonnes per year. If nothing changes, this will mean ever greater road congestion due to more trucks impacting our national and local road networks.

Once operational, every 1,800m train using the Inland Rail network has the ability to remove the equivalent of 110 B-double trucks from our roads by transporting freight in a cost and time competitive way. This means reduced carbon emissions of 750,000 tonnes and freight delivered between Melbourne and Brisbane in less than 24 hours, rather than around 32 hours as now.

Community engagement

ARTC is now progressing engagement with local landholders and the broader community, prior to the start of the formal project approvals process.

There will be many opportunities to meet with the project team and contribute to the project over the next two years.

ARTC is committed to working with landholders and local communities. It is also important for you to keep up-to-date about the project. We encourage you to register to receive updates via the Inland Rail website at www.inlandrail.com.au. You can also contact our dedicated team by phoning **1800 732 761** or visiting us at 65 Neil Street, Toowoomba.

How was the study corridor determined?

In October 2016, the Australian Government announced there would be an assessment of three alternative corridors of the Inland Rail project between the Queensland Border and Gowrie Junction, near Toowoomba.

The alternative corridors were compared against the Base Case Modified corridor on a like-for-life basis.

The four options were:

- ▶ Corridor 1: Base Case Modified – Yelarbon to Gowrie via Millmerran
- ▶ Corridor 2: Base Case Modified (as above), via Brookstead, Pittsworth and the Wellcamp-Charlton Industrial Precinct
- ▶ Corridor 3: Yelarbon to Gowrie via Karara, Leyburn and Felton
- ▶ Corridor 4: Yelarbon to Gowrie via Karara, Clifton and Wyreema and utilising existing rail line close to Warwick.

The assessment work undertaken independently of ARTC informed a Multi-Criteria Analysis (MCA) across the four corridors, comparing technical, environmental and socio-economic criteria. Each corridor option also underwent an independent construction capital cost estimate as well as being assessed against the 2015 endorsed Inland Rail Service Offering which includes rail transit times, reliability and safety.

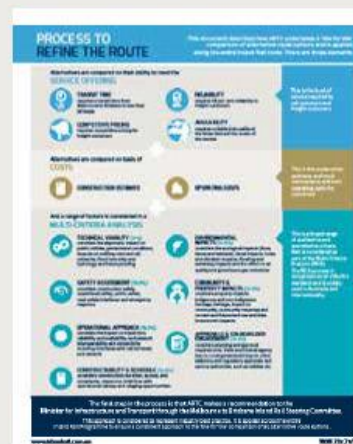
The table below shows how the alternative corridors compared to the Base Case Modified corridor (Corridor 1).

Corridor	Corridor Length	Service Offering	MCA Overall	MCA Technical	MCA Non-Technical	Construction Cost Estimate
Corridor 1	181.3km	-	-	-	-	-
Corridor 2	168.1km	Not significantly different	Not significantly different	Not significantly different	Not significantly different	8% more cost
Corridor 3	171.9km	Not significantly different	Not significantly different	Not significantly different	More favourable option	23% more cost
Corridor 4	208.3km	Significantly longer transit time	Least favourable option	Least favourable option	Least favourable option	34% more cost

The Australian Government's decision on the preferred study corridor also took into account other community based feedback, the work of the Yelarbon to Gowrie Project Reference Group and the report of its independent chairman.

More information about how the corridor was determined can be found on the Department of Infrastructure and Regional Development's website www.infrastructure.gov.au/rail/inland/border-to-gowrie/.

Further information on the process to refine the route can be found at www.inlandrail.com.au/documents



inlandrail.com.au

FIGURE E-26 EXAMPLE OF COMMUNITY NEWSLETTER

6.9 Works notification flyers

ARTC produced works notification flyers to inform stakeholders about investigations underway for the Project.

The works notification commenced in September 2018 and was distributed bi-monthly to 249 stakeholders in the focused area of investigation via direct mail-out. It was also widely distributed via ARTC Inland Rail's website and e-News.

From August 2020, in lieu of notifications, the website was updated monthly with upcoming works and a standing item in the e-News supported this communication.

Table E-68 summarises the content and distribution of the works notices between September 2018 and August 2020.

TABLE E-68 SUMMARY OF B2G WORKS NOTIFICATION FLYERS

Timing	EIS Milestone	Fact sheet Focus	Distribution
September–October 2018	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
November–December 2018	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
January–February 2019	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
March–April 2019	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
May–June 2019	EIS field investigations	Notification of field and geotechnical investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
July–August 2019	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
September–October 2019	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
November–December 2019	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
January – February 2020	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
March–April 2020	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
May–June 2020	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
July–August 2020	EIS field investigations	Notification of field investigations	Direct mail out to 249 stakeholders in the focused area of investigation Also available via ARTC Inland Rail's website and e-News
Note from August 2020 works notification flyers were included within the B2G e-News			

6.10 Posters

Posters were displayed at community information sessions to show processes and visualisations or artists impressions.

Table E-69 summarises the posters produced for community information sessions.

TABLE E-69 SUMMARY OF B2G POSTERS

Poster	Content	Distribution
EIS process	Posters showing EIS process, highlighting statutory consultation opportunities	Community information sessions
Flood model development	Flowchart illustrating process of developing a flood model	Community information sessions
Visualisations	Posters showing visualisations/artists impressions of the Project alignment	Community information sessions
Visualisations	Posters showing visualisations/artists impressions of the design	Community information sessions

6.11 Paid advertising

To inform the community about the Project and consultation activities, paid advertising was placed in local newspapers, the *Toowoomba Chronicle*, *Pittsworth Sentinel*, *Goondiwindi Argus* and *Macintyre Gazette*.

Table E-70 summarises the paid advertising, distribution and content for the Project and Figure E-27 shows an example of an advertisement.

TABLE E-70 SUMMARY OF PAID ADVERTISING

Content	Publication
Invitation for nominations for Darling Downs, Lockyer Valley and Scenic Rim CCCs	<i>Toowoomba Chronicle</i> (4), <i>Clifton Courier</i> (4), <i>Pittsworth Sentinel</i> (4), <i>Macintyre Gazette</i> (4), <i>Goondiwindi Argus</i> (4), <i>Queensland Times</i> (4), <i>Ipswich Advertiser</i> (4), <i>Beaudesert Times</i> (4), <i>Moreton Border News</i> (4), <i>The Fassifern Guardian</i> (4), <i>Gatton Lockyer Valley Star</i> (4), <i>QLD Country Life</i> (2), <i>Laidley Plainland Leader</i> (1), <i>Withcott Times</i> (1), <i>Valley Weekender</i> (1)
Preferred Inland Rail study corridor identified	<i>Toowoomba Chronicle</i> (4), <i>Warwick Daily News</i> (2), <i>Clifton Courier</i> (2), <i>Pittsworth Sentinel</i> (2), <i>Macintyre Gazette</i> (2), <i>Goondiwindi Argus</i> (2)
Community information sessions	<i>Toowoomba Chronicle</i> (4), <i>Warwick Daily News</i> (2), <i>Clifton Courier</i> (2), <i>Pittsworth Sentinel</i> (2), <i>Macintyre Gazette</i> (2), <i>Goondiwindi Argus</i> (2)
Notification of establishment of Southern and Inner Darling Downs, Lockyer Valley and Scenic Rim CCCs	<i>Toowoomba Chronicle</i> (1), <i>Queensland Times</i> (1), <i>Ipswich Advertiser</i> (1), <i>Clifton Courier</i> (1), <i>Pittsworth Sentinel</i> (1), <i>Macintyre Gazette</i> (1), <i>Goondiwindi Argus</i> (1), <i>Beaudesert Times</i> (1), <i>Moreton Border News</i> (1), <i>The Fassifern Guardian</i> (1), <i>Withcott Times</i> (1), <i>Valley Weekender</i> (1)
Notification of survey (LiDAR) work—IDD	<i>Toowoomba Chronicle</i> (1)
Notice of CCC meeting—IDD and SDD	<i>Toowoomba Chronicle</i> (1)
Chair's summary—SDDCCC	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
Chair's summary—IDDDCC	<i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
Notice of CCC meeting—IDD and SDD	<i>Toowoomba Chronicle</i> (2), <i>Goondiwindi Argus</i> (2), <i>Pittsworth Sentinel</i> (2), <i>Macintyre Gazette</i> (2)
Notification of field investigations	<i>Toowoomba Chronicle</i> (2), <i>Goondiwindi Argus</i> (2), <i>Pittsworth Sentinel</i> (2), <i>Macintyre Gazette</i> (2)
Condamine River floodplain crossing open house sessions	<i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (2)
April 2018 Chair's summary—IDD and SDD combined meeting	<i>Toowoomba Chronicle</i> (2), <i>Macintyre Gazette</i> (1), <i>Goondiwindi Argus</i> (1), <i>Pittsworth Sentinel</i> (1)
Draft ToR information sessions	<i>Toowoomba Chronicle</i> (4), <i>Pittsworth Sentinel</i> (3), <i>Goondiwindi Argus</i> (2), <i>Macintyre Gazette</i> (2)
May 2018 Notice of CCC meeting—IDD	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
June 2018 Chair's summary—IDD and SDD combined meeting	<i>Toowoomba Chronicle</i> (1), <i>Macintyre Gazette</i> (1), <i>Goondiwindi Argus</i> (1), <i>Pittsworth Sentinel</i> (1)
Notification of field investigations	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)

Content	Publication
September 2018 Notice of CCC meeting—IDD and SDD	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (1)
September 2018 Chair's Summary—IDDCCC and SDDCCC	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
Focused area of investigation staffed information displays	<i>Goondiwindi Argus</i> (3), <i>Macintyre Gazette</i> (2), <i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (3), <i>High Country Herald</i> (2)
November 2018 Notice of CCC meeting—IDD and SDD	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
November 2018 Chair's Summary—IDDCCC and SDDCCC	<i>Goondiwindi Argus</i> (2), <i>Macintyre Gazette</i> (2), <i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (2)
Rail-road crossings pop-up sessions	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
February 2019 Notice of CCC meeting and new Chair—IDD	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
Millmerran and Inglewood Shows pop-up information stands	<i>Goondiwindi Argus</i> (2), <i>Macintyre Gazette</i> (2), <i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (2)
Inglewood and Toowoomba Shows pop-up information stands	<i>Goondiwindi Argus</i> (2), <i>Macintyre Gazette</i> (2), <i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (2)
March 2019 Notice of CCC meeting—SDD	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
Toowoomba Show pop-up information stand	<i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (1), <i>High Country Herald</i> (1), <i>Withcott Times</i> (1)
March 2019 Chair's Summary—IDDCCC	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
April 2019 Chair's Summary—SDDCCC	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
Goondiwindi Show pop-up information stand	<i>Goondiwindi Argus</i> (2), <i>Macintyre Gazette</i> (2)
June 2019 Notice of CCC meeting— IDD and SDD	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
June 2019 Chair's Summary—IDDCCC	<i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
July 2019 Chair's Summary—SDDCCC	<i>Goondiwindi Argus</i> (1), <i>Macintyre Gazette</i> (1), <i>Toowoomba Chronicle</i> (1), <i>Pittsworth Sentinel</i> (1)
September 2019 Notice of CCC meeting—IDD and SDD	<i>Goondiwindi Argus</i> (2), <i>Macintyre Gazette</i> (2), <i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (2)
Interactive map	<i>Facebook</i>
Community information sessions	<i>Facebook</i>
October 2019 Chair's Summary—IDDCCC	<i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (2)
October 2019 Chair's Summary—SDDCCC	<i>Goondiwindi Argus</i> (2), <i>Macintyre Gazette</i> (2), <i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (2)
Community information sessions	<i>Goondiwindi Argus</i> (2), <i>Macintyre Gazette</i> (2), <i>Toowoomba Chronicle</i> (2), <i>Pittsworth Sentinel</i> (2)
CCC nomination	<i>Toowoomba Chronical</i> , <i>Pittsworth Sentinel</i> , <i>Goondiwindi Argus</i> , <i>Macintyre Gazette</i>
March 2020 Notice of CCC meeting – IDDCCC	<i>Toowoomba Chronical</i> , <i>Pittsworth Sentinel</i>
March 2020 Notice of CCC meeting – SDDCCC	<i>Goondiwindi Argus</i> , <i>Macintyre Gazette</i>
April 2020 Notice of CCC meeting – IDDCCC	<i>Toowoomba Chronical</i> , <i>Pittsworth Sentinel</i>
May 2020 IDDCCC chair summary	<i>Toowoomba Chronical</i> , <i>Pittsworth Sentinel</i>
June 2020 Notice of CCC meeting – IDDCCC	<i>Toowoomba Chronical</i> , <i>Pittsworth Sentinel</i>
June 2020 Notice of CCC meeting – SDDCCC	<i>Goondiwindi Argus</i> , <i>Macintyre Gazette</i>
July 2020 IDDCCC chair summary	<i>Toowoomba Chronical</i> , <i>Pittsworth Sentinel</i>
July 2020 Notice of CCC meeting – SDDCCC	<i>Goondiwindi Argus</i> , <i>Macintyre Gazette</i>
August 2020 SDDCCC chair summary	<i>Goondiwindi Argus</i> , <i>Macintyre Gazette</i>

Content	Publication
August 2020 Notice of CCC meeting – IDDCCC	<i>Toowoomba Chronical, Pittsworth Sentinel</i>
September 2020 IDDCCC chair summary	<i>Toowoomba Chronical, Pittsworth Sentinel</i>
October 2020 Notice of Meeting – SDDCCC	<i>Goondiwindi Argus, Macintyre Gazette</i>
November 2020 Chair Summary – SDDCCC	<i>Goondiwindi Argus, Macintyre Gazette</i>
December 2020 Notice of Meeting – IDDCCC	<i>Toowoomba Chronicle, Pittsworth Sentinel</i>
December 2020 Chair Summary – IDDCCC	<i>Toowoomba Chronicle, Pittsworth Sentinel</i>
January 2021 Notice of Meeting – SDDCCC	<i>Goondiwindi Argus, Macintyre Gazette</i>
February 2021 Chair Summary – SDDCCC	<i>Goondiwindi Argus, Macintyre Gazette</i>
February 2021 Notice of Meeting – IDDCCC	<i>Toowoomba Chronicle, Pittsworth Sentinel</i>
February 2021 Chair Summary – IDDCCC	<i>Toowoomba Chronicle, Pittsworth Sentinel</i>
April 2021 Notice of Meeting – SDDCCC	<i>Goondiwindi Argus, Macintyre Gazette</i>
April 2021 Chair Summary – SDDCCC	<i>Goondiwindi Argus, Macintyre Gazette</i>
April 2021 Notice of Meeting – IDDCCC	<i>Toowoomba Chronicle, Pittsworth Sentinel</i>
April 2021 Chair Summary – IDDCCC	<i>Toowoomba Chronicle, Pittsworth Sentinel</i>
July 2021 Land Acquisition Information Session – SDD and IDDCCC	<i>Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)</i>
November 2021 Notice of Meeting – IDD and SDDCCC	<i>Goondiwindi Argus (1), Macintyre Gazette (1), Toowoomba Chronicle (1), Pittsworth Sentinel (1)</i>
March 2022 Notice of Meeting – IDD	<i>Toowoomba Chronicle, Pittsworth Sentinel</i>
March 2022 Chair Summary – IDD	<i>Toowoomba Chronicle, Pittsworth Sentinel</i>
March 2022 Notice of Meeting – SDD	<i>Goondiwindi Argus, Macintyre Gazette</i>
March 2022 Chair Summary – SDD	<i>Goondiwindi Argus, Macintyre Gazette</i>
June 2022 Notice of Meeting – IDD	<i>Toowoomba Chronicle (2), Pittsworth Sentinel (2) , High Country Herald (2)</i>
June 2022 Chair Summary – IDD	<i>Toowoomba Chronicle (2), Pittsworth Sentinel (2), High Country Herald (2)</i>
June 2022 Notice of Meeting – SDD	<i>Goondiwindi Argus (2), Macintyre Gazette (2)</i>
June 2022 Chair Summary – SDD	<i>Goondiwindi Argus (2), Macintyre Gazette (2)</i>
August 2022 Workforce Development events	<i>Macintyre Gazette (3), Pittsworth Sentinel (3), High Country Herald (3), Toowoomba Chronicle (3)</i>
September 2022 Business Capability workshops	<i>Toowoomba Chronicle (4), High Country Herald (2), Pittsworth Sentinel (2)</i>
November 2022 IDD Notice of Meeting	<i>High Country Herald (2), Pittsworth Sentinel (2), Toowoomba Chronicle (2)</i>
November 2022 SDD Notice of Meeting	<i>Macintyre Gazette (2), Toowoomba Chronicle (2), Goondiwindi Argus (2)</i>
November 2022 IDD Chair Summary	<i>Toowoomba Chronicle, High Country Herald, Pittsworth Sentinel</i>
November 2022 SDD Chair Summary	<i>Macintyre Gazette, Toowoomba Chronicle, Goondiwindi Argus</i>
January 2023 Ecology Information Session	<i>Toowoomba Chronicle (3), Pittsworth Sentinel, High Country Herald</i>
March 2023 Notice of Meeting – IDD	<i>Toowoomba Chronicle, Pittsworth Sentinel, High Country Herald</i>
March 2023 Notice of Meeting – SDD	<i>Goondiwindi Argus, Macintyre Gazette</i>
March 2023 Chair Summary – IDD	<i>Toowoomba Chronicle, Pittsworth Sentinel, High Country Herald</i>
March 2023 Chair Summary – SDD	<i>Goondiwindi Argus, Macintyre Gazette</i>
August and September 2023 B2G Drop-in sessions	<i>Macintyre Gazette, Pittsworth Sentinel, Toowoomba Chronicle, High Country Herald</i>



**INLAND
RAIL**

POP-UP INFORMATION STANDS

NSW/QLD BORDER TO GOWRIE

COME SEE US AT THE SHOWS

ARTC Inland Rail will be hosting pop-up information stands at the upcoming Millmerran and Inglewood shows to gather community feedback and answer questions about the NSW/QLD Border to Gowrie (B2G) project.

YOU'LL FIND US AT:

MILLMERRAN SHOW

Date: Saturday 2 March 2019
Time: 9.00 am – 4.00 pm

INGLEWOOD SHOW

Date: Saturday 16 March 2019
Time: 9.00 am – 4.00 pm

-  **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.

IR 831

FIGURE E-27 EXAMPLE OF PAID ADVERTISEMENT

7. Future consultation

This section identifies and documents the proposed ongoing consultation program as the Project moves through primary approvals, detailed design and into construction and operation.

7.1 Public notification of the revised draft EIS

Following submission to the Queensland Coordinator-General of this revised draft EIS in 2024, the Coordinator-General will lead the statutory consultation process. This consultation includes a public notification period, with stakeholders invited to make formal submissions to raise concerns or issues with the information presented in the revised draft EIS. This process will replicate the public consultation process undertaken from January to May 2021 (for the first round of the draft EIS).

7.1.1 Engagement tools to support public notification of the revised draft EIS

ARTC will actively support the public notification period engagement, using a wide range of communication tools and activities, including:

- ▶ Email: an email will be sent to key stakeholders, elected representatives, local governments and industry groups advising of release of EIS, consultation and submission process and offer of a one-on-one briefing
- ▶ Key stakeholder briefings: formal briefings will be given to elected representatives, local councils and industry groups as requested. These presentations will cover key revised draft EIS findings, upcoming consultation activities and the submission process
- ▶ Letters: letters will be sent to all landowners in the study area to advise of the public notification of the revised draft EIS, upcoming consultation activities and the submission process
- ▶ Project website: the website will be used to advise of the public release of the revised draft EIS for review and submissions, including links to the revised draft EIS (hosted on the Coordinator-General website), the process for submission, and to advise of upcoming consultation activities. The Project website already contains detailed Project information and fact sheets
- ▶ Social media: social media channels will advise of the public release of the revised draft EIS for review and submissions, including the process for submission and advice of upcoming consultation activities
- ▶ Static public displays: displays will be installed in key locations (i.e. Goondiwindi, Yelarbon, Inglewood, Millmerran, Pittsworth and Toowoomba)
- ▶ CCC meetings: the key updates will be presented to the IDCCC and SDDDD, including the revised draft EIS summary and outline of consultation process and submission process
- ▶ Community information sessions: ARTC will run open-house style community information sessions (CISs) in key communities in the Project area to enable members of the broader Project area and general public to learn more about the key revised draft EIS findings, submission process and Project timeframes
- ▶ EIS summary of findings document: A summary of key revised draft EIS chapters, with a reference to where in the revised draft EIS document stakeholders can find information.

7.2 Stakeholder engagement during detailed design and construction

Following Project approval, ARTC is committed to continuing engagement and consultation, as the Project transitions through detailed design to construction. A comprehensive stakeholder engagement program will be developed, in line with the SIMP to support two-way communication with all stakeholders impacted by the Project's construction.

The future stakeholder engagement program will also provide timely updates about the progress and status of the Project construction through various communication tools, including traditional and digital methods used during the revised draft EIS consultation. This consultation will involve:

- ▶ Maintaining the current good relationships and productive communications between ARTC, landowners, Traditional Owners, community members, local businesses, environmental groups, local councils, and state and federal government departments and agencies
- ▶ Establishing contact with other key stakeholders if new issues arise
- ▶ Disseminating information to, and having discussions with, stakeholders on key issues raised during the revised draft EIS public notification
- ▶ Identifying and resolving key concerns and feedback from all stakeholders
- ▶ Preparing relevant documents for review by government agencies and other stakeholders
- ▶ Managing complaints in a professional and timely manner
- ▶ Measuring engagement quality and striving to continually improve consultation outcomes.

The objectives and desired outcomes of the future engagement program, with approximate dates for construction, is outlined in Table E-71. Opportunities will also be provided for stakeholder input and feedback during detailed design.

TABLE E-71 STAKEHOLDER ENGAGEMENT OBJECTIVES DURING CONSTRUCTION

Consultation phase	Objective	Outcomes
Engagement during construction	<ul style="list-style-type: none"> ▶ Engage with and provide advance notice, including direct contact where required, to local businesses, residents, road and public transport users about construction works 	<ul style="list-style-type: none"> ▶ Multiple communication channels and opportunities provided for stakeholders and the community to acquire information about the Project and raise concerns ▶ Community and stakeholders are aware of the Project benefits, timing and impacts
Completion and handover to operations	<ul style="list-style-type: none"> ▶ 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 	<ul style="list-style-type: none"> ▶ Community and stakeholder are aware of the Project's completion and understand how the new rail line will operate ▶ Community and other stakeholders, including local councils, understand how they can engage with ARTC during ongoing operations including how to raise issues and complaints ▶ Community and stakeholders are aware of the ongoing contribution ARTC will make to their community

7.2.1 Communication and Stakeholder Engagement Management Plan (CSEMP)

A Communication and Stakeholder Engagement Management Plan (CSEMP) for the construction stage will be developed and include measures to address:

- ▶ Communication with potentially impacted communities
- ▶ Engagement with TRC and GRC on the schedule, progress, potential impacts and mitigation measures for the Project, and development of partnerships to maximise social opportunities
- ▶ Working with the owners of properties who may experience exceedances of the Project's noise criteria, to keep them updated and address property-specific impacts
- ▶ Consultation with the owners of homes and agricultural operations adjacent to the Project's work sites to discuss mitigation of property-specific impacts (such as changes to road access, surface water diversion, noise issues or dust) where necessary
- ▶ Provision of information to landowners and communities near construction works about the nature of construction, including the timing, duration and predicted impacts of the works, and the predicted effect of Project works on road, rail, and pedestrian and cycle network operations, in advance of their commencement
- ▶ Establishment of a Community Reference Group (CRG) during the construction phase to meet regularly, with the purpose of providing timely, open advice, representation of community issues and concerns arising from the works
- ▶ Engagement with government agencies to develop protocols, confirm the detail of mitigation measures for impacts on social infrastructure and develop joint response arrangements with:
 - ▶ DoE, e.g. school bus route safety measures
 - ▶ Queensland Health, e.g. forecasting the workforce ramp-up and agreeing the schedule for communication with the Project
 - ▶ QPS, QAS, SES and QFES, e.g. emergency access arrangements
 - ▶ DCHDE and DTATSIPCA, e.g. monitoring of demands for community support services
 - ▶ DCHDE to ensure that they are aware of any support needed by TMR tenants
- ▶ Cooperation with Traditional Owners and other Indigenous stakeholders and groups
- ▶ Meetings and partnership discussions with local high schools and training providers, to develop training pathways for Project construction and operation
- ▶ Consultation with tourism operators regarding major event schedules and support for the promotion of local tourism
- ▶ Engagement with local businesses, local Chambers of Commerce and DESBT to identify existing skills, gaps in local capacity to work with major projects, and capacity-building programs

- ▶ Promotion of operational employment and supply opportunities to local and regional residents
- ▶ Updating the Project's webpage and other locally available communication materials to include:
 - ▶ the Project's OEMP, CEMP and SIMP
 - ▶ quarterly construction updates, including detailed explanations of upcoming activities, workforce ramp-up and stakeholder engagement mechanisms
 - ▶ complaints and feedback mechanisms.

The SIMP will include a Community and Stakeholder Engagement Plan, which supports the mitigation and adaptive management of Project's social impacts on community members and other stakeholders. Table E-72 outlines the stakeholder engagement proposed for the SIMP. These plans will be reviewed annually in consultation with the Community Reference Group and updated as required. Monitoring and maintenance programs will be regularly reviewed and altered in consultation with all affected stakeholders.

TABLE E-72 SIA ENGAGEMENT OBJECTIVES, DESIRED OUTCOMES AND PERFORMANCE MEASURES

Objective	Desired outcomes	Performance measures
Establish and maintain engagement mechanisms that build relationships between ARTC and its stakeholders	Community and stakeholder relationships facilitate information sharing to support implementation of mitigation measures and adaptive management of social impacts	<ul style="list-style-type: none"> ▶ A majority of landowners are satisfied with the management of Project impacts on their properties ▶ Number of complaints about Project impacts
	Community engagement and communication strategies support cooperative and respectful relationships between ARTC, the contractor, construction personnel and community members, supporting effective management of impacts on amenity, e.g. noise, dust of changes to traffic volumes	<ul style="list-style-type: none"> ▶ CRG feedback confirms ARTC has engendered positive relationships
Enable adaptive management of impacts on amenity, connectivity and community values during construction	Community members have access to information and support to assist adaptation to changes resulting from the Project	<ul style="list-style-type: none"> ▶ Mitigation measures are refined where necessary in response to stakeholder feedback ▶ CRG feedback confirms satisfactory access to timely information about the Project and management measures ▶ Landowners who need to move from within the Project footprint have adequate access to support, if required ▶ Mental health partnership is maintained during the construction phase
Support mitigation of impacts on amenity, community cohesion and local character through stakeholder engagement and delivery of local community programs in partnership with community and government stakeholders	Initiatives identified through stakeholder engagement have benefits for local communities and offset impacts on amenity, character and cohesion	<ul style="list-style-type: none"> ▶ Number and outcome measures (to be determined with partners) for community partnerships and programs in potentially impacted communities
	Stakeholder issues and grievances are identified, evaluated, addressed and recorded	<ul style="list-style-type: none"> ▶ ARTC responds to complaints from community members as per the ARTC Complaints Management Handling Procedure ▶ Complaints and their resolution are recorded and reported as part of SIMP reports

7.2.2 Community Reference Group

Following Project approval, a Community Reference Group will be established to engage with the community during the construction stage.

The CRG will meet regularly until completion of construction to provide timely, open advice about the Project, enable representations of community issues to ARTC, and facilitate community review of the effectiveness of SIMP measures. The CRG will:

- ▶ Provide a channel to inform communities about the construction and operational stages of the Project
- ▶ Provide feedback to ARTC about construction plans and programs

- ▶ Receive updates on SIMP implementation, and enable feedback on mitigation and enhancement measures which need to be reconsidered or refined
- ▶ Enable CRG members to participate in monitoring the effectiveness of social and environmental management measures.

Community members and other stakeholders will have access to CRG proceedings via provision of endorsed copies of minutes and other meeting records for the public record, and for display on the Project's webpage, where appropriate. The need for a CRG for any part of the operational period will be reviewed in cooperation with the OCG at the completion of construction.

7.2.3 Community Relations Monitor

ARTC will engage an appropriately skilled and experienced entity to act as the Community Relations Monitor for the duration of the construction phase, to:

- ▶ Review and provide advice to the Environmental Monitor on the Stakeholder and Community Engagement Management Plan (including the Complaints Management System)
- ▶ Attend meetings between the proponent and a directly affected person to consult on mitigation measures

The roles and responsibilities of the Community Relations Monitor are set out in Chapter 24: Draft OEMP and include:

- ▶ Communicate with ARTC and the Environmental Monitor with regard to community consultation strategies and community concerns
- ▶ Inform affected entities about complaints procedures, and the resolution of complaints and corrective actions as necessary
- ▶ facilitate discussions between the ARTC and the contractor and affected entities about mitigation measures as required by either the ARTC or affected entity
- ▶ To the extent reasonable and practicable, resolve community complaints not resolved by the complaints process
- ▶ Provide advice to the Environmental Monitor in relation to complaints.

7.2.4 Community Liaison Officer

ARTC and the contractor will provide community liaison/engagement staff during the construction phase to:

- ▶ Support communication between ARTC/contractor, nearby landowners, community members and other stakeholders
- ▶ Provide community feedback to the ARTC/contractor in relation to the impacts of construction activities on the community, and suggested refinements to environment management measures
- ▶ Undertake engagement to support implementation of partnerships and community initiatives
- ▶ Provide information to the wider community in relation to construction programming, the nature of construction work, and impact mitigation measures
- ▶ Establish and maintain a process for receiving, recording and responding to complaints in relation to construction issues.

Depending on the Contractor's community and stakeholder engagement plans, one or more community liaison officer/s may be provided, which will be determined during the detailed design phase.

Contact details for the community liaison officer/s will be provided to all landowners adjacent to the Project footprint and, as part of engagement with other residents and businesses, will be made available to other community members through the Project's website and ARTC's other communication channels.

7.2.5 Communication tools

ARTC is committed to communicating with stakeholders, and a range of communication tools and techniques will be considered to establish and maintain stakeholder relationships and continue meaningful engagement. These tools and techniques will be used appropriately where and when necessary and may include (but is not limited to):

- | | |
|--------------------------------------|--|
| ▶ Community update newsletter | ▶ E-News |
| ▶ Stakeholder meetings and briefings | ▶ Fact sheets |
| ▶ Works notifications | ▶ Website and email blasts |
| ▶ Letters | ▶ Project free-call telephone line and email address |
| ▶ Newsletters | ▶ Advertisements. |

7.2.6 Engagement responsibilities during detailed design and construction

This section outlines the engagement actions that ARTC will undertake and/or will require of its contractor during the detailed design and construction stages. The contractor will be required to provide a construction stage CSEMP for ARTC acceptance and will work closely with ARTC to provide timely Project information, as well as manage stakeholder concerns and complaints.

ARTC will maintain a stakeholder database to ensure regular and consistent engagement with stakeholders. Stakeholder interactions will be documented in order to monitor the success of engagement and identify issues to be addressed as part of implementing the Project's environmental management strategies.

TABLE E-73 FUTURE ENGAGEMENT RESPONSIBILITIES

Phase	Engagement mechanism	Responsibility
Detailed design	Provide communications collateral (website updates and fact sheet) and opportunities for engagement (community information sessions, council briefings and CCC meetings) to encourage access to the revised draft EIS and community participation in the public submission process	▶ ARTC
	Engage with TRC, GRC, DDWM PHN, DCHDE, and the owners of community facilities that would be affected by noise during the detailed design phase to seek input to the development of the Community Wellbeing Plan and Accommodation Management Plan, continue implementation of partnerships and agreements, and initiate management measures with long lead times	▶ ARTC and contractor
	Engagement will continue at a local and regional level including with Department of Education, to specifically discuss the ongoing impacts in relation to managing traffic, noise including construction hours of work and control measures such as for works undertaken near schools and road networks around the three schools impacted by the Project.	▶ ARTC and contractor
	Write to directly affected landowners when the Constructing Authority is appointed and seek landowner construction for ARTC to advise Constructing Authority of landowners' wishes identified in engagement to date	▶ ARTC
	Undertake engagement with directly affected landowners regarding land acquisition process and compensation arrangements	▶ Construction Authority and ARTC
	Cooperation with Traditional Owners in cultural heritage management	▶ ARTC and contractor
	Establish and operate the CRG/s, including provision of public access to CRG minutes where appropriate	▶ Contractor, with ARTC
Construction	Provide oversight and monitoring role to ensure consultation activities are delivered in accordance with EIS mitigations and relevant approval conditions, including engagement of a Community Relations Monitor and Community Liaison Officer	▶ ARTC
	Maintain communication between stakeholders and ARTC including: <ul style="list-style-type: none"> ▶ Provision of regular updates about the progress and status of the Project through the Inland Rail website ▶ Free-call telephone line ▶ Reply-paid address for written correspondence from community members ▶ Maintain the Project's webpage, including feedback mechanisms and an enquiry facility ▶ Road-rail safety campaigns addressing the operations phase 	▶ ARTC and contractor
	Engagement will continue at a local and regional level including with Department of Education, to specifically discuss the ongoing impacts in relation to managing traffic, noise including construction hours of work and control measures such as for works undertaken near schools and road networks around the three schools impacted by the Project.	▶ ARTC and contractor
	Cooperate with Traditional Owners in cultural heritage management and to optimise Indigenous employment and business outcomes	▶ ARTC and contractor

Phase	Engagement mechanism	Responsibility
	Provide and implement a CSEMP that: <ul style="list-style-type: none"> ▶ Demonstrates the ability to develop and maintain a proactive, collaborative and effective working relationship with the community, stakeholders and ARTC ▶ Complies with ARTC policies and procedures ▶ Includes a communication control plan for key proposed construction sites along the alignment ▶ Details business engagement mechanisms ▶ Describes the process for identifying and establish community initiatives, partnerships and legacy proposals 	▶ Contractor
	Establish and implement a complaints and enquiries process that is consistent with ARTC's Complaint Management Handling Procedure. The contractor will promote the availability of its complaints management system, receive complaints, report all complaints to ARTC and be responsible for resolving complaints that relate to Project construction. ARTC will maintain and promote the availability of its Complaints Management Handling Procedure.	▶ Contractor, with ARTC
	Establish and implement communication and information strategies about the construction program and activities including: <ul style="list-style-type: none"> ▶ Email addresses to ensure community members have direct access to the Project team ▶ Notification letters and/or email updates ▶ Public notices ▶ Fact sheets addressing specific works, impacts or changes to conditions ▶ Website and SMS updates ▶ Provide and promote contact details for availability 	▶ Contractor, with ARTC
	Implement community engagement strategies including: <ul style="list-style-type: none"> ▶ Training for on-the-ground workforce in community engagement protocols and requirements ▶ Day-to-day stakeholder liaison relating to construction activities and management of environmental impacts, including notifications landowners and public notices ▶ Meetings with councils and other stakeholders with respect to implementation of agreed management measures ▶ Engagement with community members, community organisations and councils to implement community initiatives, partnerships and legacy proposals ▶ Partnerships as agreed with the relevant stakeholders (e.g. community organisations and training providers) ▶ Business engagement ▶ Road–rail safety campaigns addressing the construction phase 	▶ Contractor, with ARTC
	Documentation of stakeholder interactions and identification of issues to be addressed as part of implementing the Project's environmental management strategies	▶ Contractor and ARTC

7.3 Stakeholder engagement during operation

ARTC will uphold a high level of engagement and consultation in line with requirements in the Operations Environmental Management Plan (Operations EMP) and the SIMP to support two-way communication with all stakeholders impacted by the operation of the Project.

ARTC will develop and implement an Operational CSEMP for the first three years of operations, to ensure consultation activities are delivered in accordance with the revised draft EIS and relevant approval conditions. Following this, ARTC will incorporate ongoing operational stakeholder engagement into the ARTC Interstate program. ARTC will maintain regular communication with stakeholders including:

- ▶ Provision of regular updates about the progress and status of the Project through the website, social media, newsletters and other communication channels
- ▶ Free-call telephone line
- ▶ Reply-paid address for written correspondence from community members
- ▶ The Project's webpage, including feedback mechanisms and an enquiry facility
- ▶ Ongoing road–rail safety campaigns.

ARTC will continue to manage relationships with key stakeholders, such as councils and community members, particularly focused on safety of road–rail interfaces, and management of complaints regarding operational impacts such as railway noise. Ongoing engagement will also be conducted with QPS, QFES and QAS with respect to emergency response protocols and response readiness.

7.4 Receiving and resolving stakeholder concerns

During the construction and operation stages of the Project, ARTC will operate under SIMPs including CSEMPs and the Outline EMP, respectively. Responses to complaints will be in line with the ARTC complaints management procedure. ARTC has engaged with TRC and GRC regarding the grievance process for complaints management. This two-way communication between local councils and ARTC regarding management of stakeholder concerns and complaints will be ongoing during construction and operation.

The following timeframes set out the minimum standards expected to be adhered to for stakeholder enquiries, feedback and complaints management.

Feedback and enquiries

- ▶ Provide verbal response to telephone enquiries within two hours
- ▶ Provide written response to emails and written enquiries within 24 hours
- ▶ Follow-up calls, emails and letters will be made (where required) to close out the enquiry.

Complaints and issues

- ▶ Provide verbal response to telephone enquiries within two hours if received during work hours
- ▶ Provide written response to emails and written complaints within 24 hours, or on the next business day if received outside work hours
- ▶ Where possible, all complaints will be resolved within three business days.

If during construction, the contractor is not able to address a complaint, it will be referred to ARTC, and the complainant advised if applicable.

7.5 Project legacy engagement

ARTC aims to create long-term value and deliver Inland Rail with the best possible outcomes for local communities, the economy and the natural environment. A consistent theme throughout engagement with the community has been concern about how the Project would benefit local communities. Numerous stakeholders have commented that creating legacy benefits—positive social change or social benefits that remain long after Inland Rail is constructed and operational—would help to compensate for some of the stress and disruption the Project is likely to generate.

7.5.1 Legacy benefits

To date, some examples of the Project's legacy benefits include:

- ▶ Bolstering local skills and business capacity through the provision of training and employment opportunities, the IRSA and supporting local and Indigenous businesses' participation in the Project's supply chain
- ▶ Increased safety on local and state roads, due to reduced freight truck movements, optimising grade-separated crossings and active level crossings, and removing existing passive level crossings
- ▶ ARTC is cooperating with GRC in relation to a groundwater bore in Inglewood, which would leave a long-term positive legacy of water security for local economic development
- ▶ When operational, the Project will support regional economic development by facilitating the development of intermodal facilities, which will sustain employment and business activity, with significant benefits for local employment and business activity in the Toowoomba and Goondiwindi local government areas.

7.5.2 Legacy opportunities

ARTC is engaging with stakeholders to determine opportunities for community projects that will provide legacy benefits. Community facility upgrades have commenced through the Inland Rail Sponsorship and Donations Program; however, other initiatives will be confirmed in consultation with councils and community members as part of the Project's Community Wellbeing Plan. The Project will invest in local community projects, such as tourism projects and community facility upgrades.

There is also community interest in retaining laydown areas and/or infrastructure within non-resident workforce accommodation to be left in place for their legacy value to property owners, businesses, or community members. This would be determined by the Contractor as part of ongoing engagement with local stakeholders.

Stakeholders' other suggestions for positive legacies that will be considered as part of consultation on the Community Wellbeing Plan have included:

- ▶ creating a keeping place for Indigenous history, art and culture
- ▶ naming rail sidings after Indigenous people
- ▶ contributing to streetscape projects in Yelarbon
- ▶ providing community facilities
- ▶ capturing the opportunity for non-resident workforce accommodation to augment long term accommodation or housing supply
- ▶ sponsoring expanded emergency health retrieval services
- ▶ facilitating the development of town infrastructure (such as waste management, roads, and water access).

GRC has noted a need to improve digital connectivity throughout the Goondiwindi LGA, which would have widespread economic and social benefits for residents, local business and the agricultural sector. The Whetstone/Kurumbul area is a particular priority. ARTC is planning telecommunications systems as part of construction requirements and ongoing safe rail operations and is working with network operators to provide services for construction site offices, non-resident workforce accommodation and ongoing safe rail operations.

Engagement with local councils and community stakeholders regarding legacy opportunities is ongoing. Further details on legacy benefits can be found in Appendix X: Social Impact Assessment, Section 7.4.39.

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