CHAPTER

06

Stakeholder Engagement

BORDER TO GOWRIE REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT

Inland Rail is a subsidiary of
Australian Rail Track Corporation

INLAND RAIL

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6.1 Scope of chapter

This chapter documents the stakeholder engagement process undertaken in the preparation of the revised draft Environmental Impact Statement (EIS), including the development of a Social Impact Assessment (SIA) for the Inland Rail Border to Gowrie (B2G) Project (the Project). Stakeholder feedback has been considered by multi-disciplinary technical study teams as part of defining the Project's revised reference design and preparing the revised draft EIS. Consultation is ongoing and stakeholder engagement will continue as the Project progresses.

A consultation report has been prepared for the Project, which is included in Appendix E: Consultation Report. This report details the consultation activities undertaken to support the development of the revised draft EIS, and the materials used to support consultation activities. This consultation has informed the revised draft EIS by identifying areas of stakeholder concern, as well as informing technical solutions, revised reference design and identifying mitigation measures, where appropriate.

This chapter and Appendix E: Consultation Report have been prepared to meet the additional information request issued by the Coordinator-General on 4 January 2022. This chapter also summarises engagement activities undertaken to inform the reference design and meet the draft EIS Terms of Reference (ToR) issued by the Coordinator-General on 16 November 2018. Additionally, Appendix E: Consultation Report describes the engagement process undertaken during early alignment planning between 2006 and 2017, as well as a detailed report of the stakeholder engagement activities undertaken during the development of the draft EIS (2018–2020) and the revised reference design and the revised draft EIS (2021–2023).

6.2 Methodology

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

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 a partnership with us to resolve potential issues.

Stakeholder engagement ran concurrently with the environmental assessment and engineering design processes to allow 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 stakeholder participation: inform, consult, involve, collaborate, and empower (refer Table 6-1). The level of stakeholder participation for the Project depends on the stakeholder group and technical constraints.

TABLE 6-1 IAP2 PUBLIC PARTICIPATION SPECTRUM

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

6.2.1 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 to maximise reach. Digital tools included a website, interactive map, social media, maps, videos, a project flythrough, graphics, and e-newsletters. Traditional tools included information sessions, letterbox drops, fact sheets, maps, graphics, newsletters, meetings (group and individual), workshops, forums, phone calls, letters, community surveys, newspaper advertising, television advertising, attending community events and shows. Further details can be found in Section 6.2.3 and examples of these digital and traditional tools can be found in Appendix E: Consultation Report, 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, email 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.

The stakeholder engagement program, including activities and tools, which was developed to support the draft EIS and revised draft EIS are outlined in Section 6.4.2.

6.2.2 Stakeholder engagement principles and goals

Effective stakeholder engagement has developed and enhanced awareness about the Project and provided an opportunity to establish two-way conversations. These conversations have been key for identifying and reducing risks, optimising the route alignment, and minimising social and environmental impacts. The integration of local knowledge and stakeholder feedback was a key element in informing the reference design and input into technical studies as the Project progresses.

Five principles have guided how ARTC engages with members of the community and our stakeholders, as shown in Figure 6-1.

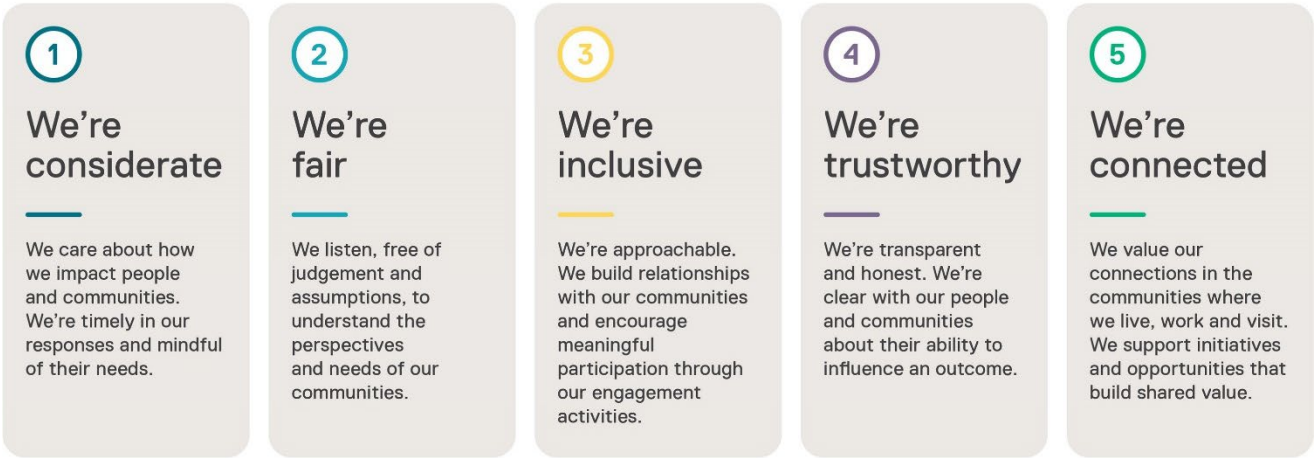

FIGURE 6-1 ARTC'S COMMUNITY ENGAGEMENT PRINCIPLES

ARTC has three key goals for its stakeholder engagement program:

- **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 6-2.

TABLE 6-2 ARTC ENGAGEMENT COMMITMENTS

Goal	How this will be achieved
Build trust	▸ 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	▸ 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	▸ Create ongoing and two-way dialogue with stakeholders in a variety of environments, including a Toowoomba and Goondiwindi 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

6.2.3 Key stakeholder engagement tools

ARTC uses a range of methods to engage stakeholders, to provide information on the Project and to seek stakeholder feedback. The Project has a diverse range of stakeholders with various levels of interest, impact and experience in engaging with large-scale infrastructure projects.

Stakeholder engagement tools have been tailored to stakeholder groups and interests, with a combination of face-to-face, digital and traditional communication methods used to achieve the greatest reach. Engagement and communication tools include:

- Two Community Consultative Committees (CCCs): the Inner Darling Downs CCC (IDDCCC) and Southern Darling Downs CCC (SDDCCC)
- Face-to-face meetings
- Community information sessions
- Staffed displays at community events
- Presentations to local community groups
- Social Pinpoint, an interactive map
- Inland Rail B2G webpage
- Social media, including Facebook, Instagram, YouTube and LinkedIn
- Visualisations and alignment fly-through videos
- Community update newsletters (e-News)
- Topic-specific fact sheets
- Paid advertising
- Letters
- Posters
- E-blasts
- Community surveys.

Appendix E, Section 4.6 provides more detail about how ARTC gathers community input during engagement. Appendix E, Section 6 provides distribution and examples of the communication tools used to deliver the stakeholder engagement program.

Table 6-3 describes the engagement activities undertaken for the Project, Table 6-9 summarises consultation tools and activities by stakeholder type and Table 6-10 summarises how these stakeholder issues and concerns have been considered by the Project.

Table 6-10 summarises key themes and concerns raised during EIS consultation by stakeholder type. Further details are outlined in Appendix E: Consultation Report, including details of engagement with state and local government in Section 4.2 and Section 4.3, landowner meetings in Section 4.4 and community engagement activities are detailed in Section 4.6 of the appendix.

TABLE 6-3 EIS STAKEHOLDER ENGAGEMENT ACTIVITIES AND TOOLS

Activity/Tool	Purpose
Formal briefings and meetings with elected representatives	▸ Inform stakeholder 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.
Formal briefings and meetings with Australian Government departments and representatives	▸ Inland Rail Program, and project by project updates ▸ EIS progress updates across projects ▸ Discussion on matters of national environmental significance (MNES) protected under Commonwealth legislation relevant to the Project ▸ Regular briefings to Department of Climate Change, Energy, the Environment and Water (DCCEEW).
Inter-Departmental Committee/ Queensland Project Coordination Group, Approvals, Benefits and Communities Committee	▸ To provide a mechanism for Program-level management personnel to discuss and coordinate strategic, operational, technical and interface aspects of the Project ▸ Agency-only meetings to discuss progress, resourcing and workload, and coordination between the agencies.
Formal briefings and meetings with Queensland Government departments and representatives	▸ Monthly Project progress meetings with the Office of the Coordinator-General (OCG) ▸ State government agency Project progress briefings ▸ Discussion of technical assessment methodologies, results of investigations and potential mitigations ▸ Meetings and workshops with social service providers to identify key issues, discuss the methodology and recommendation for inclusion in the Social Impact Management Plan (SIMP).
Formal briefings and meetings with local government representatives (Goondiwindi Regional Council (GRC) and Toowoomba Regional Council (TRC)	▸ Report progress to council officers and elected representatives on the design and EIS process ▸ Facilitate the councils' input into the design development ▸ Gain an understanding of the environmental, planning and engineering constraints and opportunities currently in the EIS investigation area ▸ Briefing on key design aspects such as road–rail interfaces ▸ 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 ▸ Consulting and informing council officers regarding social performance activities and future planning, in particular the development of the Community Wellbeing Plan.
TRC Management Working Group meetings—local government	▸ Monthly cross-discipline meetings to provide Project updates on design development, revised draft EIS progression and community consultation activities.
Transport and Main Roads (TMR) technical working groups	▸ Technical working groups are regularly convened by ARTC and attended by TMR. Topics discussed at the Technical Working Groups included progression of design, access to the corridor, the road network, property matters, geotechnical investigations, asset ownership, road–rail interfaces and communication, engagement and progression of stakeholder consultation.
Property corridor working group	▸ ARTC and TMR meet fortnightly. Topics discussed include land and property matters, including partial state forest revocation.
Design interface meetings—local government	▸ Fortnightly engineering- and design-focused discussions to identify where feasibility design impacts on local government infrastructure and to determine appropriate design solutions.

Activity/Tool	Purpose
CCC meetings	▸ Quarterly meetings, or as project milestones, with appointed local community representatives to: ▸ ensure good working relationships and to promote information sharing between ARTC and local stakeholder groups/representatives ▸ allow ARTC to inform the community about the Project, to seek community views on Project design and delivery, and to respond to matters raised by the community.
Targeted meetings, workshops and communications	▸ Gain an understanding of local knowledge and concerns to inform baseline data collection, validate modelling inputs, and support a robust impact assessment process. Key areas of stakeholder input included impact assessments on: ▸ hydrology and flooding ▸ groundwater ▸ noise and vibration ▸ social impact ▸ landscape and visual amenity ▸ traffic and transport ▸ road–rail interface treatments ▸ flora and fauna (including koalas) ▸ biodiversity and sustainability ▸ economic impact ▸ local industry participation and supply opportunities ▸ cultural heritage and indigenous participation ▸ soil and geotechnical reports ▸ state forest revocation.
Community information sessions	▸ Inform stakeholders about the EIS process and findings from EIS investigations ▸ Provide stakeholders with the opportunity to meet with and discuss potential impacts with technical specialists involved in drafting the EIS.
One-on-one landowner meetings (private, local businesses, tenure holders)	▸ Inform landowners about potential impacts and changed conditions on their property as a result of the Project ▸ Gather information from landowners about how they manage their properties, key infrastructure and impacts, such as water and access, to ensure it is considered through the design process ▸ Enable landowners to share their concerns and receive information that is specifically based on their questions or concerns ▸ Targeted engagement with native title holders along the alignment ▸ Targeted state forest leaseholders in the Bringalily and Whetstone state forests.
Indigenous cultural heritage discussions, meetings and site surveys	▸ Gain an understanding of local knowledge to inform baseline data collection to support a robust impact assessment process ▸ Engagement activities to support cultural heritage specialists to develop Cultural Heritage Management Plans (CHMPs) to: ▸ undertake cultural heritage surveys for the Project ▸ include the Traditional Owners in assessment of the Indigenous cultural heritage values, and the protection and management of Indigenous cultural heritage ▸ mitigate, manage and protect identified cultural heritage and objects in the disturbance footprint (rail corridor and ancillary infrastructure and developments), during the construction and operational stages of the Project.
Non-Indigenous cultural heritage consultation	▸ To identify any historic values that may not have been recorded in local, state or federal records.
Social Impact Assessment (SIA) activities	▸ Ensure that SIA activities were compliant with OCG's SIA guideline ▸ Consulted using a range of methods with broad stakeholder groups, including government agencies, local councils, local businesses, Chambers of Commerce, service providers, local community and Traditional Owners ▸ Identified opportunities, impacts, mitigations and benefits for the components of the SIA community and stakeholder engagement, workforce management, housing and accommodation, health and community wellbeing, local business and industry content ▸ The engagement also serves as a baseline for SIMP monitoring and reporting.

Activity/Tool	Purpose
Meetings and discussions with utilities and infrastructure owners	▸ Inform stakeholder representatives of the Project and the EIS process ▸ Identify extent of impacts on assets (i.e. clashes), and determine and agree on design response and treatment of potential conflicts ▸ Identify tenure and approvals processes required to facilitate any relocations or new connections to the Project.
Meetings and discussions with gas/petroleum pipeline owners	▸ Inform stakeholder representatives of the Project and the EIS process ▸ Identify extent of impacts on assets (i.e. clashes) and determine and agree on design response and treatment of potential conflicts.
Email, free-call telephone, postal communications and interactive map	▸ To provide the community with an easily accessible means of sourcing Project information and provide feedback, raise issues, and discuss any concerns about the Project.
Project display posters and Project fact sheets	▸ Inform stakeholder representatives of the Project and the EIS process ▸ Provide the community with technical Project information presented in a non-technical manner ▸ Generate discussion and questions on technical EIS content to promote stakeholder feedback, raise issues and discuss any concerns about the Project.
Newsletters and e-newsletters	▸ Inform stakeholders on Project updates and the EIS progress ▸ Notify stakeholders of CCC meetings, and outcomes and timing of community drop-in sessions.
Paid advertising	▸ Notify stakeholders of CCC meetings, chair's summary and meeting outcomes ▸ Notify stakeholders of community drop-in sessions and events.
Project website	▸ Inform stakeholders of Project updates and the EIS progress ▸ Provide access to Project information including fact sheets, videos, alignment flythrough and interactive mapping ▸ Receive stakeholder enquiries.
Feedback forms	▸ Enable stakeholders attending community information sessions to provide feedback and additional information on the Project.
Social media	▸ Create targeted campaigns to inform stakeholders of community information sessions and to promote the release of new engagement tools (e.g. interactive mapping).
Letters	▸ Inform stakeholders with Project and EIS progress updates ▸ Inform landowners about potential impacts and changed conditions on their property as a result of the Project ▸ Invite landowners and local businesses to community information sessions ▸ Ensure landowners are aware of Project contact details.
Social Pinpoint (interactive mapping tool)	▸ Inform stakeholders of Project design features (bridges, road realignments, passing loops, level crossings and tunnels) and the interface of those features with the landscape and topographical features (watercourses, undulating terrain, existing infrastructure, and townships) in a graphical format ▸ Provide a mechanism for stakeholders to provide specific comments and/or ask questions related to the Project (attached to a specific location) allowing the Project to provide direct feedback.
Landscape visualisations and alignment flythrough	▸ Inform stakeholders what the Project will look like in the existing landscape when it is operational.

6.2.4 Stakeholder feedback processes

Understanding stakeholder and community concerns, and incorporating their input, is a critical component in identifying local issues and mitigating risks to, and from, the Project.

ARTC Inland Rail actively seeks stakeholder input on a range of topics and issues, through targeted meetings, workshops, online tools and CCC meetings. Stakeholder engagement has provided valuable input into Project reference design, alignment planning, and the mitigation of social and environmental impacts. The outcomes of the stakeholder engagement program are detailed further in Section 6.6.

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
- **Telephone**: 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 allow 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:** 28 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, outlined in Section 6.2.4.2. Issues and themes are analysed internally by the stakeholder engagement team to improve ARTC's consultation and communication processes.

6.2.4.1 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 the reference design, alignment planning, road access requirements, road design requirements, and mitigating environmental and social impacts. Specific examples of where stakeholder input has been used to inform the revised reference design, and additional mitigation measures, are outlined in Section 6.6.3. The following engagement methods have been used to specifically seek active engagement with stakeholders:

- *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 workshop outcomes is outlined in Section 6.6.1 and Appendix E: Consultation Report, Section 4.
- *Community Consultative Committees (CCC):* Two CCCs were formed in 2017 to act as a conduit between the community and the Project team. Each committee comprises members with a range of backgrounds and interests to broadly represent the Project's stakeholders:
  - the IDDCCC covers the federal electorate of Groom, including the towns of Brookstead, Pittsworth, Southbrook, Gowrie and Toowoomba
  - the SDDCCC covers the Federal electorate of Maranoa, including the towns of Goondiwindi, Yelarbon, Inglewood, Canning Creek, Oman Ama, Bringalily, Millmerran, and Pampas.

  To date, 141 meetings have been held and these meetings will continue until the Project has completed the EIS approval process. More information, including CCC members, processes, meeting details and outcomes are outlined in Appendix E, Section 4.6.1.
- *Community feedback sessions:* As of December 2023, ARTC has held 162 community feedback sessions, including 66 targeted community information sessions, staffed displays at 20 community events and conducted 79 pop up stands. Further details of these community feedback sessions are outlined in Appendix E, Section 4.6.

ARTC attends community events and industry meetings, such as the Yelarbon CCC (organised by the community), Toowoomba Chamber of Commerce and Pittsworth District Landcare, throughout the year to increase wider community awareness about the Project. ARTC recognises that engagement activities with key community groups is critical to developing a deep understanding of broader community concerns. The B2G Project team has staffed information displays at public events, such as local agricultural shows, to reach general community members and provide Project information more broadly. Details of this engagement are outlined in Appendix E, Section 4.6.3.

6.2.4.2 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 6-4.

TABLE 6-4 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 enquiries	5

ARTC responds to enquiries and complaints in line with its Enquiries and Complaints Management Procedure, which can be found online at **Enquiries and complaints management - Inland Rail (inlandrail.com.au)**. In this way, all stakeholder issues are recorded, categorised and analysed, and responded to within set timeframes, with the minimum standards outlined in Table 6-5.

TABLE 6-5 MANAGING ENQUIRIES AND COMPLAINTS

Action	Timeframe

▸ ARTC team member receives enquiry or concern/complaint via telephone, email, letter, or in-person. ARTC team member must:
  ▸ acknowledge receipt of interaction with the stakeholder
  ▸ enter contact and correspondence/verbal details into ARTC's Consultation Manager (CM) database
	▸ Day of receipt

▸ Complaint assigned to responsible team member, usually the Project Stakeholder Engagement Lead ▸ The Stakeholder Engagement Lead may seek advice from ARTC Inland Rail Environment Manager, the relevant Project Manager, or other external or internal stakeholders as required to ensure a comprehensive response is provided to the complainant	▸ Day of receipt
▸ Project-related responses	▸ 1–2 days
▸ 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	▸ 1–7 days, or until approved.
▸ Response recorded in CM and any further interaction recorded and closed out	▸ Day of reply
▸ Review and document any lessons learned or issues that may need to be followed up or shared with stakeholder or Project team	▸ 2–3 days after response sent

6.2.5 Recording stakeholder engagement

ARTC maintains a secure stakeholder management database, Consultation Manager (CM), to record all consultation undertaken as a part of the Project. This central database, which was established to record stakeholder data, analyse issues and report on enquiries, issues and responses allows ARTC to better understand stakeholder concerns. Consultation Manager is also the foundation of information required for the acquisition process, and where relevant information is captured and provided for consideration in detailed design.

The database was established in mid-2014 for the Inland Rail Program and will continue to be maintained throughout the EIS process, and into Project construction and operation. This 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.

The key themes of engagement are outlined in Section 6.4, and reflect the key stakeholder concerns and issues captured in CM.

Stakeholder interactions for the period of the development of the draft EIS and revised draft EIS (from November 2018 to December 2023) as recorded in CM are presented in Figure 6-2.

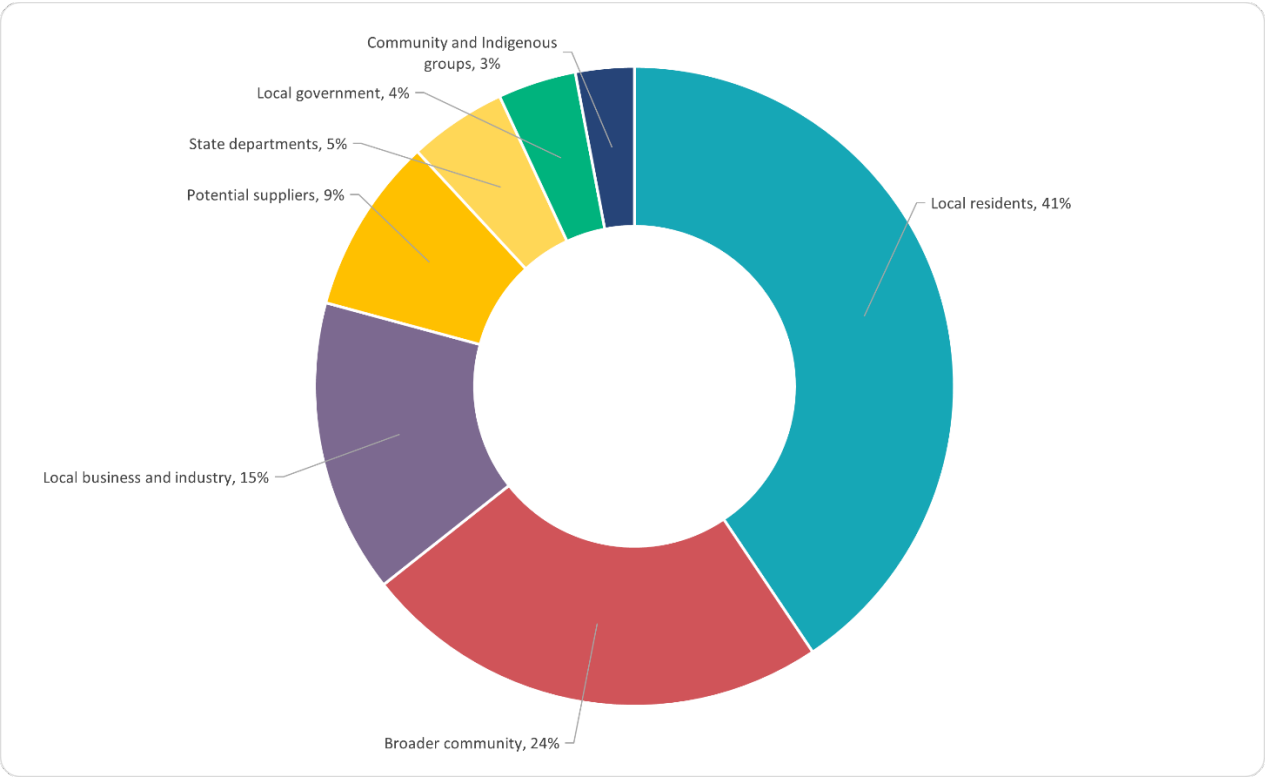

FIGURE 6-2 ENGAGEMENT BY STAKEHOLDER GROUP

6.3 Project stakeholders

A stakeholder is defined as any individual, group of individuals, organisation, or political entity with an interest in the outcome of a decision. They may be, or perceive that they may be, affected directly or indirectly by the outcome of a decision (IAP2, 2019).

A preliminary stakeholder list was developed in 2014 through desktop research and analysis of existing information materials. This list was subject to ongoing review and refinement throughout the engagement process.

Stakeholders identified for the Project include the Australian Government, state and local government representatives, potentially affected landowners (both directly and indirectly), local businesses, industry bodies, environmental groups, community groups, neighbouring communities, education and training providers, and media outlets. Government department names were correct at the time of writing this report; however, department names may have changed over the course of the Project engagement and the former department name may be referenced in Appendix E: Consultation Report.

Table 6-6 outlines the key stakeholder categories and groups identified for the Project. Further details, including details of key concerns and engagement activities for each stakeholder group, are provided in Appendix E: Consultation Report, Section 2.3 and 4.2.

TABLE 6-6 B2G PROJECT STAKEHOLDERS

Group	Stakeholders	
Australian Government		
Elected representatives	▸ 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 to 22 May 2022) and the Hon Michael McCormack (from 21 December 2017 to 21 June 2021)	▸ Minister for Infrastructure, the Hon Darren Chester (until 20 December 2017) ▸ Federal Member for Groom, the Hon 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	▸ Department of Infrastructure, Transport, Regional Development and Communications 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)
Queensland Government		
Departmental ministers	▸ Minister for Transport and Main Roads, Member for Miller, the Hon Mark Bailey MP (from 18 May 2023 to 17 December 2023) ▸ Minister for Transport and Main Roads and Minister for Digital Services (from 18 December 2023 to current)	
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 the Premier and Cabinet ▸ Queensland Treasury ▸ Department of Treaty, Aboriginal and Torres Strait Islander Partnerships, Communities and the Arts (DTATSIPCA) ▸ Department of Education (DoE) ▸ Department of Housing (DoH) ▸ Department of Transport and Main Roads (TMR) ▸ Department of Regional Development, Manufacturing and Water (DRDMW) ▸ Department of Resources (DoR), including Resources Safety and Health Queensland (RSHQ) ▸ Department of Environment and Science and Innovation (DESI) ▸ Department of Youth Justice, Employment, Small Business and Training, formerly known as Department of Employment, Small Business and Training (DESBT)	▸ Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) ▸ Department of Agriculture and Fisheries (DAF), including Biosecurity Queensland ▸ Queensland Rail (QR) ▸ Department of Fire and Emergency Services (QFES) ▸ Queensland Ambulance Service ▸ Queensland Health ▸ Department of Energy and Public Works (DEPW) ▸ Queensland Police Service (QPS) ▸ Economic Development Queensland ▸ Department of Local Government Racing and Multicultural Affairs

Group	Stakeholders	
Local government		
Local government-elected representatives	▸ Toowoomba Regional Council (TRC) Mayor, Cr Geoff McDonald (from 22 June 2023), (former Mayor Cr Paul Antonio until 21 July 2023) ▸ Goondiwindi Regional Council (GRC) Mayor, Cr Lawrence Springborg (from March 2020) (former Mayor Cr Graeme Sheu until March 2020)	▸ TRC Councillors ▸ GRC Councillors
Local government officers	▸ TRC officers and technical staff	▸ GRC officers and technical staff
Local communities		
Directly impacted landowners	▸ Landowners directly affected by a land acquisition requirement for the Project ▸ Landowners impacted by the Project's construction activities (including permanent and temporary impacts)	▸ Landowners impacted by the requirements of environmental and technical investigations
Indirectly impacted landowners	▸ Landowners that have the potential for change to existing conditions on their property	▸ Landowners located within the 2 km-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) ▸ Toowoomba Chamber of Commerce ▸ Pittsworth Alliance	▸ Goondiwindi Chamber of Commerce ▸ Millmerran Commerce and Progress Association
Environmental groups	▸ 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) ▸ Darling Downs Soil Conservation Group	▸ 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

Group	Stakeholders	
Community groups	▸ 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 ▸ Millmerran Show Society	▸ 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 ▸ Pittsworth District Alliance
Community (general)	Landowners, businesses and residents in the towns/localities of: ▸ Kurumbul ▸ Yelarbon ▸ Inglewood ▸ Millwood ▸ Millmerran ▸ Pampas ▸ Brookstead	▸ Pittsworth ▸ Southbrook ▸ Athol ▸ Wellcamp ▸ Charlton ▸ Kingsthorpe ▸ Gowrie Mountain ▸ Gowrie Junction
Other key stakeholders		
Emergency and health providers	▸ Queensland Police Service ▸ Queensland Ambulance Service ▸ Queensland Fire and Emergency Services ▸ 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)	▸ Yelarbon Police Station ▸ Millmerran Police Station ▸ Pittsworth Police Station ▸ Toowoomba Police Station ▸ Inglewood Police Station ▸ RHealth
Utility service providers	▸ Powerlink ▸ APA ▸ Ergon Energy ▸ Telstra ▸ TPG ▸ Nextgen ▸ Sunwater ▸ Queensland Urban Utilities ▸ Dumaresq–Barwon Border Rivers Commission	▸ NBN ▸ Essential Energy ▸ GRC communications, water, sewer and stormwater ▸ TRC communications, water, sewer and stormwater ▸ Optus Utility Network ▸ Energy Queensland
Gas, petroleum, and energy asset owners	▸ Santos ▸ Arrow Energy ▸ APA (Roma Brisbane Gas Pipeline)	▸ Millmerran Power Project Partners ▸ InterGen ▸ Origin
Indigenous groups and representatives	▸ Bigambul Native Title Aboriginal Corporation (BNTAC) ▸ Western Wakka Wakka	▸ Endorsed Aboriginal Parties

Group	Stakeholders	
Peak bodies	▸ National Road Transport Association ▸ Queensland Transport and Logistics Council ▸ Australian Trucking Association ▸ Toowoomba and Surat Basin Enterprise ▸ Southern QLD Country Tourism ▸ QLD Farmers Federation	▸ National Farmers Federation ▸ Agforce ▸ Cotton Australia ▸ Growcom ▸ Heavy Vehicle Industry Australia ▸ Queensland Resources Council ▸ Construction Skills Queensland (CSQ)
Education and training	▸ 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)	▸ 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	▸ *Toowoomba Chronicle* ▸ *Pittsworth Sentinel* ▸ *Macintyre Gazette* ▸ *Goondiwindi Argus* ▸ *Queensland Country Life* ▸ *Queensland Times* ▸ *The Brisbane Times* ▸ *High Country Herald*	▸ *The Courier-Mail* ▸ *The Australian* ▸ *The Guardian* ▸ *Country Caller* ▸ ABC Southern Downs ▸ WIN ▸ Channel 7 ▸ ABC Radio

6.4 Stages of consultation

Stakeholder engagement activities relating to Inland Rail and the Project have been taking place, in varying forms, since 2006. Figure 6-3 provides an overview of the engagement timeline from 2006 to 2023 for the Project.

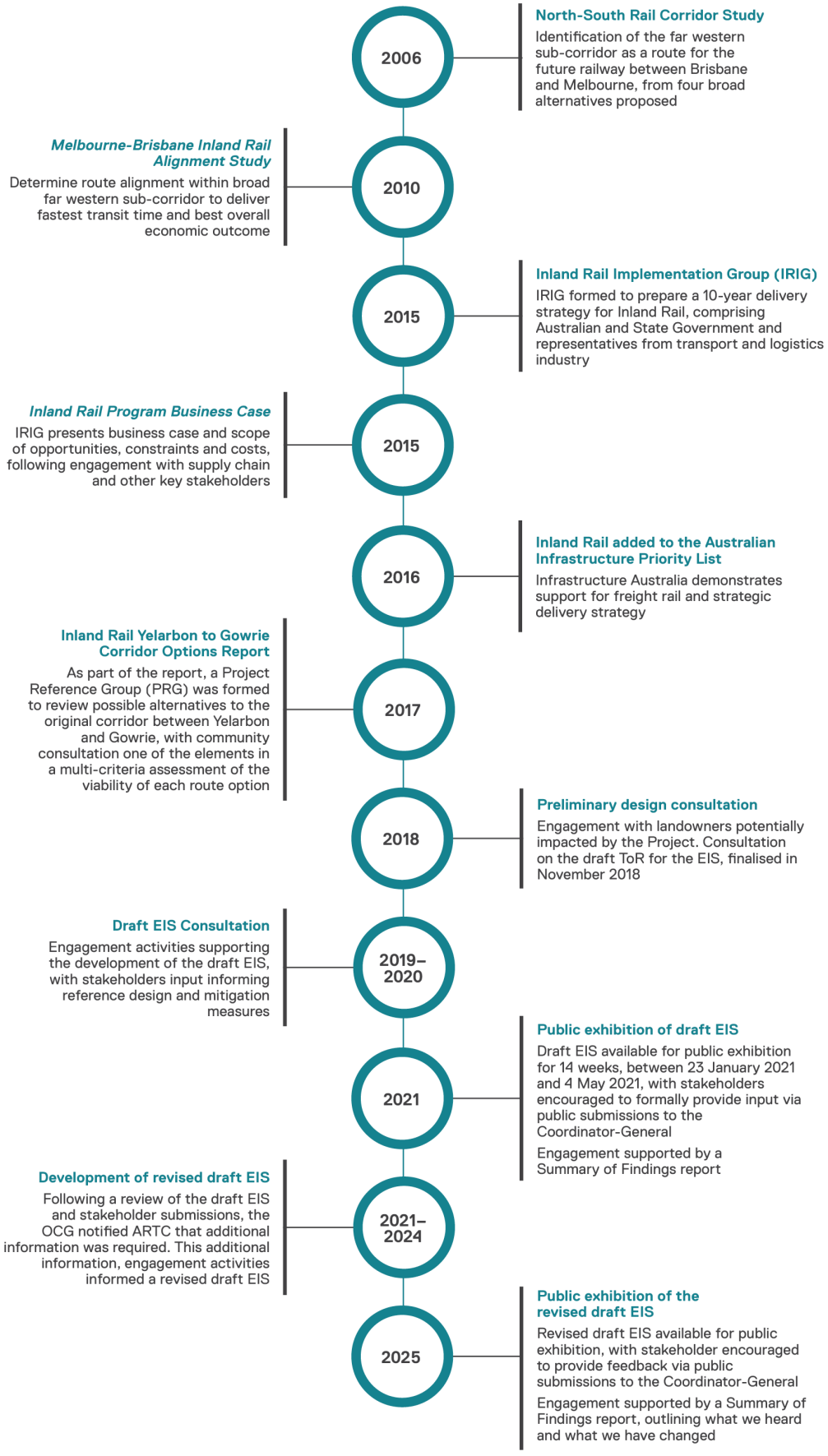

FIGURE 6-3 B2G ENGAGEMENT TIMELINE 2006–2025

6.4.1 Early stakeholder engagement activities (2006–2017)

Consultation started with the North–South Rail Corridor Study in 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 undertaken by ARTC. As each subsequent study and investigation advanced, the alignment became more detailed, and the design and performance parameters were refined.

Table 6-7 summarises the early engagement activities undertaken as part of these studies and investigations between 2006 and 2017. A full report of engagement activities and the stakeholders involved in each concept planning stage of the Project is further detailed in Appendix E: Consultation Report, Section 3.

TABLE 6-7 EARLY STAKEHOLDER ENGAGEMENT ACTIVITIES

Objective/s	Stakeholders	Outcomes
2006 North–South Rail Corridor Study		

▸ Assess the adequacy of the existing Melbourne to Sydney to Brisbane rail corridor to meet future freight demand
▸ Examine options for an enhanced, existing coastal route or alternative inland routes
▸ Identify a route that would deliver the best overall economic outcome
	▸ Australian and state government departments
	▸ Rail industry and potential rail providers
	▸ Freight forwarders and other rail customers
	▸ Regional stakeholders
		▸ The high level of cooperation by stakeholders enabled the study team to compile a comprehensive view of industry perspectives backed by validated data, resulting in:
		  ▸ four broad alternatives between Melbourne and Brisbane, ranging from a far western sub-corridor via western NSW through to a coastal sub-corridor via Sydney and the North Coast, being considered
		  ▸ the identification of the far western sub-corridor (via Albury and Parkes) as having the lowest capital cost, fastest transit time and the best economic cost–benefit performance

2010 Melbourne to Brisbane Inland Rail Alignment Study (IRAS)		
▸ Study undertaken between 2008 and 2010 to build on work undertaken earlier in the North–South Rail Corridor Study ▸ Determine route alignment within the far western sub-corridor ▸ Provide a basis for evaluating private financing options for part or the entire project	▸ Rail customers ▸ Other stakeholders	▸ Identification and assessment of alternatives within the far western sub-corridor 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 ▸ Performance requirements for the railway were identified (service offering) and options were assessed against these criteria ▸ An implementation group was formed to further refine service offering needs and consider the options presented
2014 Inland Rail Implementation Group (IRIG)		
▸ Prepare a 10-year delivery strategy and business case for Inland Rail	▸ Australian and state government departments ▸ Representatives for the transport and logistics industries	▸ The Inland Rail service offering to the market was further refined—transit time, reliability, pricing and availability ▸ Recommended the adoption of the IRAS, with detailed consideration of three sections (Albury versus Shepparton, North Star to Toowoomba and Toowoomba Range)

Objective/s	Stakeholders	Outcomes
2015 Inland Rail Program Business Case		
▸ Identify the problem and vision for the east coast corridor ▸ Confirm the scope, opportunities and costs ▸ Provide a 10-year delivery schedule ▸ Present demand estimates ▸ Analyse economic and financial implications ▸ Engagement with the supply chain and establishment of the need for Inland Rail as a freight alternative	▸ Australian and state government departments ▸ Rail industry and potential rail providers ▸ Freight forwarders and other rail customers ▸ Business and industry community groups ▸ Environmental groups ▸ Media	▸ Consultation with market participants and other industry stakeholders has been undertaken to further develop the service offering and scope of the Inland Rail Program to ensure the infrastructure meets market needs, i.e. meeting the priorities of freight customers ▸ Consultation with other stakeholders informed the identification of delivery opportunities and constraints
2017 Yelarbon to Gowrie Corridor Options Report		
▸ Assessment of four corridor alignment options, using ARTC multi-criteria analysis (MCA) and comparative cost estimate ▸ Establishment of Project Reference Group (PRG) to provide input into the options assessment and to observe that a like-for-like, rigorous approach was being followed ▸ Community drop-in sessions to engage with the local communities and capture key concerns for input into the Project	▸ Farming peak bodies ▸ Chambers of Commerce and business groups ▸ Community and progress associations ▸ Environmental and conservation groups ▸ Wider Darling Downs community	▸ The development and publication of the Yelarbon to Gowrie *Corridor Options Report* by AECOM for ARTC (2017) ▸ Engagement with stakeholders, PRG meetings and community drop-in sessions highlighted the potential impacts on individuals, local communities and businesses from personal, operational and economic perspectives ▸ Report recommendation that early engagement with impacted stakeholders, councils, elected representatives and community consultation be undertaken ▸ Assessment of community, livestock and machinery movements in close proximity to the corridor to inform reference design planning
September 2017 to October 2018—Early Project engagement		
▸ Identify and establish relationships with Project stakeholders along the preferred alignment ▸ Determine formal processes for engagement and communication ▸ Engagement with landowners to facilitate field studies and investigations ▸ Undertake community information sessions to identify key concerns and issues, prior to ToR release	▸ Local government ▸ Landowners ▸ Community groups and stakeholders	▸ Stakeholders and their key issues/concern were identified informing the development of consultation plans ▸ Commence field works to inform design

Further information on stakeholder engagement supporting the route selection and alignment planning is detailed in Chapter 2: Project Rationale.

6.4.2 EIS stakeholder engagement program

The EIS stakeholder engagement program has been structured to support the development of the draft EIS and revised draft EIS. Early engagement commenced in September 2017 to raise community awareness of the Project. In accordance with Section 3.1 of the ToR (released in November 2018), the engagement program was strategically designed to provide multiple opportunities for both targeted stakeholders and the wider community to provide input into the Project, ask questions, raise concerns, and provide feedback on the draft EIS and the Project's proposed reference design.

Broadly, the EIS stakeholder engagement program covered:

- Stakeholder identification and methods used to engage with stakeholders and the community
- Types of engagement activities and timing
- Integration of consultation activities with other EIS activities and the Project development process
- Consultation responsibilities
- Communication protocols
- Reporting and feedback arrangements
- How results of consultation will be considered, integrated into the EIS process and reference design, and incorporated into detailed design.

ARTC continues to undertake community consultation and stakeholder engagement about the Project. It is imperative that stakeholders continue to provide feedback, raise concerns, share historical and local information, and receive timely Project updates from ARTC.

The five broad stages of EIS stakeholder engagement are outlined in Table 6-8. The full details of the stakeholder engagement program to support the revised draft EIS are provided in Appendix E: Consultation Report, Section 4.

TABLE 6-8 STAGES OF ENGAGEMENT

Consultation stage	Objective	Activity and outcomes
Stage 1: September 2017–November 2018 *Raising community awareness of Inland Rail, corridor selection and preliminary design consultation*	▸ Ensure public awareness of the Project and timeline for Project approval ▸ Inform community members of how they can contribute feedback ▸ Draft ToR public consultation	▸ Public information sessions to identify potential issues and areas of concern ▸ Local and state government consultation and briefings to facilitate agency relationships and guidance for matters of stakeholder concern ▸ Local community and stakeholders begin to understand the Project and understand opportunities and impacts ▸ ToR outlines existing environment, impact assessment and mitigation measures to be addressed in the draft EIS and primary approvals process
Stage 2: December 2018–December 2020 *Consultation to support development of reference design and draft EIS*	▸ Facilitate stakeholder understanding of draft EIS content requirements ▸ Present proposed alignment to stakeholders along with draft EIS findings ▸ Identify potential community issues and matters of concern ▸ Gather input and feedback from stakeholders and the community to inform the draft EIS	▸ Stakeholder and agency feedback considered in early stages of Project development and draft EIS ▸ One-on-one landowner meetings regarding property impact and acquisition processes ▸ Public information sessions on key areas of community concern ▸ Focused areas of investigation for input into the draft EIS
Stage 3: January 2021–May 2021 *Public notification period for draft EIS*	▸ Release of the draft EIS for public notification, incorporating Stakeholder Engagement Report as Appendix C ▸ Encourage formal feedback from stakeholders via submissions on the draft EIS to the OCG	▸ Broad consultation conducted calling for submissions on the draft EIS ▸ Targeted consultation with landowners, agencies and local councils to ensure awareness of proposed impacts documented in the draft EIS ▸ Submissions from stakeholders received and reviewed by the OCG

Consultation stage	Objective	Activity and outcomes
Stage 4: June 2021–October 2024 *Engagement to inform the revised draft EIS, including additional information required by OCG*	▸ Additional engagement, investigations and assessments required to inform the revised draft EIS and to address additional information requirements from the OCG ▸ Present to the Coordinator-General the revised draft EIS outlining design refinements in the revised reference design, mitigation measures and additional information and technical assessments ▸ Preparation for release of the revised draft EIS for public notification, in consultation with the OCG	▸ Additional engagement program to inform the revised draft EIS ▸ Community and stakeholders understand how their feedback has shaped the Project ▸ Matters raised in the draft EIS submissions are appropriately addressed in the revised draft EIS, reference and detailed design, and construction planning ▸ Multiple communication channels and opportunities continue to be provided for stakeholders and the community to ask questions about the Project and raise concerns

Stage 5: November 2024–ongoing
Next steps following the submission of the revised draft EIS to the OCG
	▸ Submission of the revised draft EIS to the OCG
	▸ Public notification period and call for submissions on the revised draft EIS
	▸ OCG evaluation
	▸ EIS finalisation and evaluation
	▸ Engagement moves to detailed design and pre-construction program
		▸ ARTC will support the public notification of the revised draft EIS by:
		  ▸ providing targeted engagement to key stakeholders on changes between draft EIS and revised draft EIS
		  ▸ conducting broad community consultation to increase awareness of changes within the revised draft EIS
		  ▸ guiding stakeholders through the submission process and encouraging feedback on the revised draft EIS
		▸ Following EIS finalisation, ARTC's stakeholder engagement will focus on how the community can continue to provide feedback and input into the detailed design, construction and operational stages of the Project
		▸ Further information about future engagement is detailed in Section 6.7.

The full details of the stakeholder engagement program to support the development of the EIS are provided in detail in Appendix E, Section 4.1.2. A summary of focused engagement undertaken for technical activities is included in this chapter, in Section 6.4.1, with full details in Appendix E: Consultation Report, Section 5.

6.4.2.1 Draft EIS public notification and stakeholder submissions

The draft EIS was released for public notification from Saturday, 23 January 2021 to Tuesday, 4 May 2021 by the OCG. A total of 162 stakeholders made 271 enquiries directly to the Project team via email, phone, at community information sessions or by walking into the Toowoomba office. Predominantly, these stakeholders were residents asking how to find EIS information, followed by the Inner and Southern Darling Downs CCC members and local businesses.

ARTC supported the public notification of the draft EIS with a program of engagement, including:

- Sending 238 registered post letters to landowners within the EIS footprint and making follow-up phone calls
- Providing 238 landowners with a hard-copy submission form and a fact sheet, with a 'Have-your-say' form and offering 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 IDDCCC (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
- Holding 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.

In response to the draft EIS, 505 submissions were received from stakeholders, including State and Commonwealth departments, and agencies, local councils, businesses, community groups and private individuals.

6.4.2.2 Revised draft EIS stakeholder engagement

In December 2021, following consideration 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 2022. ARTC has completed additional investigations, assessments, and stakeholder engagement to inform the revised draft EIS and address issues raised in the submissions. As a result of this engagement process, ARTC has also incorporated design refinements and additional mitigation measures into the revised reference design in response to feedback received from directly and indirectly impacted stakeholders.

Since the draft EIS, ARTC has progressed 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. Printed newsletters, works notices and e-blasts were consolidated into a single, regular email newsletter (e-News) in January 2021, streamlining communication tools to provide more purposeful and effective communication. 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.

The revised draft EIS process was supported by a comprehensive engagement program, which is detailed further in Appendix E, Section 4.1. This revised draft EIS provides the additional information requested, including details of further investigations and design refinements based on stakeholder submissions and ongoing engagement.

ARTC's responses to stakeholder submissions is a public process and details are included in Appendix A1: Response to draft EIS Submissions. The revised draft EIS will be subject to another round of public consultation. More information on this process is available on the Queensland Coordinator-General website and in Section 6.7.

6.4.2.3 Consultation through COVID-19

The COVID-19 pandemic presented challenges, with traditional face-to-face engagement not always possible during 2020, 2021 and 2022; however, with the foundations of effective communication in place, ARTC continued to engage with stakeholders, relying more heavily on email, phone and digital interactions. In line with ARTC's COVID-Safe protocols, a number of key stakeholder meetings, such as CCCs, targeted stakeholder consultation, agency briefings and one-on-one landowner discussions, were conducted online using Zoom, Skype and Microsoft Teams.

ARTC also used digital platforms, such as the interactive mapping tool, and 3D alignment visualisations and animations, to continue engagement and consultation in the face of pandemic lockdowns and quarantines. All consultation-related correspondence and stakeholder feedback was formally recorded in ARTC's Consultation Manager, record keeping system to ensure key issues and feedback were captured and addressed.

6.4.3 Focused engagement for technical studies and assessments

The Project, due to its extensive area, has necessitated the investigation of numerous engineering, planning and environmental technical aspects in the EIS. There has been varied and direct consultation with a cross-section of stakeholders throughout the preparation of the EIS to inform and target the technical investigations and assessments.

ARTC sought consultation with multiple stakeholders to share information, draw on local and specialised knowledge and receive feedback on a variety of topics, including:

- Condamine River floodplain crossing
- Macintyre River flood model development
- Alignment development, with directly impacted landowners
- Water Impact Assessment, groundwater and construction water
- Traffic and transport, road–rail interface design, level crossings, and emergency access
- Soil and geotechnical assessment
- Whetstone and Bringalily partial State forest revocation

- Utilities and engineering infrastructure
- Noise and vibration impacts
- Indigenous cultural heritage
- Ecology and biodiversity, including Offset Strategy and Koala Management Plan
- Waste management
- Social Impact Assessment (SIA), including non-resident workforce accommodation, tourism, skills and training, local business impact and participation
- Economic impacts on local businesses.

Outcomes and feedback from this targeted stakeholder consultation have been incorporated in the relevant sections of this revised draft EIS. Engagement focused on technical study methodologies, technical model validation and data collection, mitigation and environmental management measures, route alignment and Project delivery mechanisms. The consultation outcomes informed technical assessments and allowed the Project to assess impacts and identify appropriate mitigation measures more accurately.

Table 6-9 outlines the stakeholders involved in providing input to technical studies and assessments and the outcomes of this engagement. Specific details of engagement for each topic are outlined in Section 6.6 of this chapter and Appendix E, Section 5.

TABLE 6-9 STAKEHOLDER INPUT INTO TECHNICAL STUDIES AND ASSESSMENTS

Topic	Stakeholder/s involved	Outcomes	Consultation details
Alignment development	▸ Landowners whose properties are directly impacted by the Project ▸ Traditional owners ▸ Broader community who are impacted by the alignment due to noise, vibration or visual amenity	▸ Feedback on land use and property access to inform design and mitigation measures ▸ Landowner input into hydrology and flooding, local road usage, and environmental impacts of proposed alignment	Appendix E: Consultation Report, Section 5.1

Condamine River floodplain crossing	▸ Landowners and community members
	▸ TRC
	▸ CCCs
	▸ Darling Downs Soil Conservation Group and Southern Queensland Landscapes
	▸ International Panel of Experts for Flood Studies
	▸ State and Federal Government agencies
		▸ A proposed design and updated flood mitigation measures for crossing the Condamine River floodplain, including:
		  ▸ four bridges (6.2 km total bridge length)
		  ▸ 600 culverts (900 mm–2.1m in diameter)
		  ▸ changes to bridges at North Branch, Yandilla, and Grasstree Creek
		▸ One-on-one mitigation measures with landowners for impacted properties
			Appendix E: Consultation Report, Section 5.3

Macintyre River floodplain model development	▸ Landowners and community members ▸ GRC ▸ Transport for NSW (TfNSW) ▸ Moree Plains Shire Council (MPSC) ▸ Gwydir Shire Council (GSC) ▸ Murray-Darling Basin Authority (MDBA) ▸ Office of Environment and Heritage (OEH) ▸ CCCs ▸ International Panel of Experts for Flood Studies	▸ Macintyre River floodplain modelling capability and accuracy increased significantly as a result of stakeholder partnerships ▸ Grouping and sizing of culverts has been modified, with banks of 20–30 culverts proposed to lower outlet velocity ▸ Additional ground treatments proposed ▸ One-on-one mitigation solutions for impacted properties proposed	Appendix E: Consultation Report, Section 5.3

Topic	Stakeholder/s involved	Outcomes	Consultation details
Draft EIS public consultation	▸ All stakeholder groups	▸ Formal submissions received and reviewed by the OCG ▸ Request for Information issued by the OCG ▸ Revised draft EIS, including Response to Submissions by ARTC (Appendix A1)	Appendix E: Consultation Report, Section 4.1.3 and 4.1.4
Groundwater and water impact assessment	▸ CCCs ▸ Landowners and community members ▸ Department of Regional Development, Manufacturing and Water (DRDMW)	▸ Changes to groundwater and impact to landowners' water assets, allocations and licences ▸ Outcomes of surface water and hydrology assessments ▸ Engagement with CCCs on make-good process for impacted groundwater bores	Appendix E: Consultation Report, Section 5.4.1
Construction water	▸ State agencies ▸ Private and public water suppliers and interested parties regarding potential supply	▸ Interested parties regarding potential water supply required to support the project construction were recorded to enable future local supply and mutually beneficial arrangements to be established.	Appendix E: Consultation Report, Section 5.4.2
Soil and geotechnical assessment	▸ TMR ▸ TRC ▸ Darling Downs Soil Conservation Group ▸ OCG	▸ Conducted baseline soil and geotechnical assessments ▸ Developed soil conservation plans ▸ Identified mitigation measures to protect agricultural values	Appendix E: Consultation Report, Section 5.3.2
Traffic, transport and access	▸ Local road users ▸ CCCs ▸ State agencies (TMR, DES, QPS, QFES) ▸ TRC ▸ GRC	▸ Changes to reference design to improve safety, emergency access, connectivity for landowners, and less disruption for landowners and local road users ▸ Ongoing engagement with DoE to manage Project construction and noise impacts on local schools, including heavy vehicles and disruption to bus routes ▸ Stakeholder feedback incorporated into Traffic Impact Assessment	Appendix E: Consultation Report, Section 5.5
Road–rail interfaces	▸ Directly impacted landowners ▸ Local road users ▸ Community groups ▸ GRC ▸ TRC ▸ TMR ▸ Emergency services ▸ CCCs ▸ Transport industry	▸ Changes to reference design to improve safety, emergency access, connectivity for landowners, and less disruption for landowners and local road users ▸ Several crossings and intersections have been upgraded or changed in response to stakeholder input ▸ Stakeholder feedback incorporated into EIS development, including Traffic Impact Assessment and reference design	Appendix E: Consultation Report, Section 5.5.1
Noise impact assessment	▸ CCCs ▸ Landowners and community members ▸ TRC ▸ GRC ▸ TMR ▸ State agencies, including DoE	▸ Social impacts, including liveability, property values and amenity ▸ Mitigation measures ▸ Input into route selection and proximity to sensitive receptors ▸ Determining property impacts, compensation and acquisition process	Appendix E: Consultation Report, Section 5.6

Topic	Stakeholder/s involved	Outcomes	Consultation details
Bringalily and Whetstone partial State forest revocation	▸ GRC ▸ DES ▸ DAF ▸ Queensland Parks and Wildlife Service (QPWS) ▸ DoR ▸ OCG ▸ Queensland Beekeepers Association ▸ Traditional Owners (BNTAC) ▸ CCCs ▸ Landowners	▸ Revocation pathway and process ▸ Reduction in construction footprint in State forest areas ▸ Native Title requirements and engagement ▸ Impact to apiaries assessed and mitigation measures proposed ▸ Updated partial State forest revocation application	Appendix E: Consultation Report, Section 5.7
Indigenous cultural heritage	▸ Bigambul People (BNTAC) ▸ Western Wakka Wakka People ▸ Endorsed Aboriginal Parties	▸ Supported the cultural heritage specialists in the negotiation of Cultural Heritage Management Plans along the alignment	Appendix E: Consultation Report, Section 5.9

Koala Management and Fauna Connectivity	▸ Australian Koala Foundation
	▸ Queensland Universities (UQ, GU, USQ)
	▸ Local community and academic groups, including:
	  ▸ Pittsworth District Landcare
	  ▸ Toowoomba Koala and Wildlife Rescue
	  ▸ Koala Land and Wildlife Support
	  ▸ Millmerran Landcare
	  ▸ Darling Downs Environment Council
	  ▸ Toowoomba Wilderness Society
	  ▸ Queensland Koala Advisory Council
		▸ Koala survey and understanding of existing koala habitat
		▸ Draft Koala Management Plan
		▸ Koala genetics study, surveying koala populations across eight Inland Rail projects in Queensland and Northern NSW
			Appendix E: Consultation Report, Section 5.10

SIA consultation	▸ Landowners, community members and community organisations ▸ CCCs ▸ GRC ▸ TRC ▸ Traditional Owners ▸ Indigenous community members ▸ Government agencies ▸ OCG ▸ Local business and industry ▸ Education and training providers ▸ Tourism peak regional bodies ▸ Chambers of Commerce and progress associations	▸ Input into the SIA to understand the social impacts and opportunities of the Project, and the community benefits ▸ Input into reference design and mitigation measures ▸ Development of the Social Impact Management Plan (SIMP) ▸ Inland Rail Skills Academy ▸ Identify local and Indigenous participation opportunities ▸ Engagement with peak regional bodies to understand Project impacts on economy, tourism, accommodation and housing, and community wellbeing	Appendix E: Consultation Report, Section 5.11

Topic	Stakeholder/s involved	Outcomes	Consultation details
Skills development and training	▸ TRC ▸ GRC ▸ Indigenous community ▸ DESBT ▸ local universities and TAFE providers ▸ Career Development Australia Association ▸ DSDTI ▸ Energy Skills Queensland ▸ DoE ▸ DSDILGP ▸ The Clontarf Foundation ▸ Local businesses ▸ Schools	▸ Establish the Inland Rail Skills Academy: a collection of projects and partnerships ▸ Increase the number of skilled local people eligible for employment on Inland Rail and associated regional industries ▸ Increase school student awareness and capability ▸ Create opportunities for local businesses to participate in new supply chains ▸ Promote employment pathways into Inland Rail ▸ Determine opportunities for Indigenous participation ▸ Understanding importance of avoiding labour draw from local businesses	Appendix E: Consultation Report, Section 5.11.2
Utilities/ engineering interface consultation	▸ TRC ▸ GRC ▸ Powerlink, Energy Qld (Ergon Energy and Energex), Essential Energy ▸ Santos, APA ▸ Millmerran Power ▸ Telstra, TPG ▸ Nextgen / Vocus ▸ NBN	▸ Understanding impact of design on existing and new assets required ▸ Treatment of potential interfaces ▸ Project updates and description of early works ▸ Land tenure	Appendix E: Consultation Report, Section 5.13

6.5 Key stakeholder concerns

Interactions with stakeholders helped to shape the Project's design and proposed mitigation measures for future stages of design, construction, commissioning, and operation.

6.5.1 Summary of Project responses to key stakeholder concerns

The following topics were identified as the key concerns to stakeholders through the ARTC's consultation process:

1. Alignment selection
   - early stakeholder engagement during route selection
   - farm productivity and management
   - use and amenity of properties as a result of property severance
2. Flooding and hydrology
   - flood modelling accuracy
   - flood mitigation measures and floodplain crossing design
3. Water impacts
   - impact of construction on private groundwater bores
   - groundwater access for farms and businesses
4. Noise and vibration
   - amenity and community wellbeing
   - impact to sensitive receptors (including schools) along the alignment
5. Traffic and transport
   - road–rail interfaces and the local road network
   - connectivity within and between properties
   - emergency access

6. Preserving cultural landscapes, Indigenous heritage and local character
7. Land use and tenure
    - land acquisition
    - land access
    - property values
    - state forest revocation
8. Ecology and biodiversity
    - preservation of patches or remnant vegetation
    - ensure clearing of habitat is avoided and minimised in the project's design and construction.
    - maintaining regional fauna connectivity
    - koala management
    - ensuring the long-term success of the Project's biodiversity offsets
9. Social and economic impact
    - rural amenity as a result of Project construction and operation
    - mental health, due to Project-related stress and the need for support for affected residents
    - community wellbeing
    - access to employment and training for local community
    - impact to business operations.

Table 6-10 summarises how these stakeholder issues and concerns have been considered by the Project.

TABLE 6-10 SUMMARY OF KEY STAKEHOLDER CONCERNS

Key theme	Stakeholder input (what we heard)	Project response (what we did)	Further information
Alignment selection	▸ The alignment selection and reference design process has been ongoing since 2006 and involved extensive stakeholder engagement.	▸ This early consultation resulted in an options analysis for the rail alignment, an integral part of the overall development of the current reference design.	▸ For more information on this early engagement, refer to Section 4.1 and Appendix E: Consultation Report, Section 3.
	▸ Since 2017, ARTC has led ongoing direct communication and engagement with landowners in the Project study area, including landowners whose properties are proposed to be directly impacted by the Project. ▸ All private landowners whose properties have been identified as being directly impacted by the Project (either temporarily during construction, or permanently) have been actively engaged. This engagement is ongoing. Engagement levels vary depending on landowner willingness to engage. ▸ Directly impacted landowners have been provided detailed information on the Project through workshops and one-on-one meetings and encouraged to provide feedback directly or through the EIS process. ▸ Engagement with landowners regarding loss of agricultural land, disruption to cattle or cropping activities, or severance of agricultural land and enterprises due to the partial acquisition of a property is being conducted on a case-by-case basis.	▸ Detailed management measures to reduce land use impacts on individual properties and land users are being undertaken and developed in consultation with the individual landowners during the detailed design and property acquisition negotiations. ▸ In developing the reference design, and in response to stakeholder input, intensive livestock operations including feedlots and poultry farms, have also been avoided where possible.	▸ Engagement with directly and indirectly impacted landowners is outlined in Appendix E: Consultation Report, Section 4.5 ▸ Further information on property acquisition, impact to agricultural land, disruption agricultural enterprises or severance of property are detailed in Chapter 8: Land Use and Tenure.
	▸ Alignment selection is guided by a multi-criteria options analysis, which is an iterative process. Beyond the technical engineering, environmental and social assessments, input from stakeholders such as state and local government agencies, road managers, local community groups, and landowners, has informed ARTC throughout the continued development of the revised reference design and revised draft EIS.	▸ During the EIS process and options analysis, ARTC has aimed to optimise the design for the horizontal and vertical rail alignments and the road–rail interfaces along the Project alignment, while still meeting the fundamental requirements for the Inland Rail Program Business Case (2015) and minimising the potential impacts to the community and receiving environment. ▸ During the EIS consultation period, refinements and mitigation measures have been integrated into the alignment and reference design. 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 stage.	▸ Details of the multi-criteria options analysis and alignment selection, including the Millmerran Alternate Alignment (MAA) are outlined in Section 6.6.14.3 of this chapter and Chapter 2: Project Rationale

Key theme	Stakeholder input (what we heard)	Project response (what we did)	Further information
Flooding and hydrology	▸ Water is a key interest in the community, and a comprehensive engagement package has been completed to integrate local stakeholder knowledge and better understand concerns. ▸ Flooding is of particular concern, particularly across the Condamine River and Macintyre River floodplains. ▸ Targeted local stakeholder engagement has aimed to acquire local and expert knowledge of flooding behaviour and hydrology along the alignment, as well as to share information from technical studies conducted during the EIS process. ▸ Local knowledge has been incorporated through targeted meetings and workshops, historical records, photographs, and drone footage captured during flooding events, including 2021/2022 floods. ▸ This engagement progressed in stages from April 2018 to April 2022; however, engagement about flooding and hydrology, including understanding climatic events, will be ongoing throughout the Project. ▸ In June 2020, the Australian and Queensland governments established an Independent International Panel of Experts for Flood Studies (the Flood Panel) to provide advice to the Commonwealth and Queensland governments on the flood models and structural designs developed by ARTC. ▸ Following the release of the draft report from the Flood Panel in March 2021, representatives from the Panel met at two open IDDCCC and SDDCCC meetings in 2021. ▸ In October 2022, a one-on-one consultation program was undertaken with landowners who had the highest level of exceedance, to discuss updated hydrology modelling, which included local catchments and how any potential impacts could be mitigated or reduced during detailed design.	▸ 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, who found the model was fit for purpose. ▸ In June 2020, The GRC appointed Dr Sharmil Markar to complete a review of the Macintyre River Flood Model. Dr Markar's findings were incorporated into the Macintyre River Flood model development, which was reviewed by the Flood Panel. ▸ Flood modelling capability and accuracy has increased significantly as a result of partnerships with local stakeholders, councils and hydrology working groups. ▸ ARTC has worked with the Flood Panel to address their comments and recommendations, and the revised draft EIS reflects the modifications made to the flood models. Low-priority model updates will be made during the detailed design stage, as agreed with the Flood Panel. ▸ ARTC has also agreed to a revised set of Flood Impact Objectives (FIOs) with the Flood Panel, developed to provide guidance as to the point at which a more detailed consideration of impacts is required when the FIOs are exceeded. ▸ Examples of mitigation measures (e.g. culverts) were shown and discussed with landowners during the consultation. Property-specific mitigation designs will be determined during detailed design, in consultation with landowners. Possible mitigations include increasing culvert dimensions and numbers, changes to scour protection and relocation of culverts along the alignment.	▸ A summary of engagement outcomes is detailed in Section 6.6.1 ▸ A full report of consultation undertaken, including details of workshops and technical reviews, is outlined in Appendix E: Consultation Report, section 5.3 ▸ Further details are outlined in Chapter 13: Surface Water and Chapter 14: Flooding and geomorphology

Key theme	Stakeholder input (what we heard)	Project response (what we did)	Further information
Water impacts	▸ The impact of the Project on local surface and groundwater resources is a key concern for stakeholders, as well as identifying sources of water for construction. ▸ Two landowner surveys have been conducted to inform a groundwater assessment, and groundwater seepage and drawdown modelling are being undertaken to identify if any groundwater bores within the predicted drawdown zone have the potential to be impaired by the Project and its construction.	▸ Understanding the potential for impact of the Project on groundwater, including existing bores due to drawdown in construction and operation, has been a key focus for technical analysis and EIS response. ▸ ARTC is committed to working with landowners on a case-by-case basis to provide 'make-good' arrangements if groundwater bores are decommissioned or impaired as a result of the Project.	▸ A summary of the outcomes of water impact engagement, including water required for construction, are detailed in Section 6.6 of this chapter. ▸ Details of consultation with landowners, local councils, community and environmental groups, water suppliers, state agencies and industry experts are captured in Appendix E: Consultation Report, Section 5.4.
Noise and vibration	▸ From September 2019 to February 2020, ARTC delivered a noise impact assessment and noise consultation program for the Project. The aim of this work was to communicate the outcomes of baseline monitoring and noise modelling, engage with stakeholders on potential noise impacts and exceedances, determine proximity to sensitive receptors, and obtain stakeholder feedback and input into mitigation measures. ▸ A wide variety of engagement tools were used, including newspaper advertisements, open CCC meetings, one-on-one landowner letters, phone calls and meetings, a noise and vibration fact sheet and e-news updates. In-depth engagement with sensitive receptors, such as schools, will be ongoing as the Project design progresses. ▸ In 2018, Social Pinpoint, an interactive map of the alignment, was introduced.	▸ Noise modelling has informed the revised reference design, determining sensitive receptors, and further areas for engagement and impact analysis. ▸ Feedback from stakeholder engagement has informed reference design and specific mitigation measures that will be taken through to detailed design. ▸ In 2022 and at two additional sites in 2023 an updated assessment of noise and vibration was undertaken, in line with the latest regulatory codes and guidelines for the assessment and management of noise and vibration from road and rail transport and construction activities. Additional engagement with impacted communities and sensitive receptors will be undertaken following the results of this updated modelling and impact assessment. ▸ As the noise modelling progresses, an additional noise-specific information will be released, showing the predicted airborne noise levels once Inland Rail is operational, based on the current draft EIS noise modelling predictions. This will allow stakeholders to obtain at-property noise information.	▸ Information on noise and vibration modelling results are detailed in Chapter 16: Noise and vibration. Appendix W: Noise and Vibration Assessment—Railway Operations provides detailed modelling used to predict airborne noise, ground-borne noise and vibration impacts from Inland Rail once operational. Appendix W details construction noise predictions. ▸ A record of stakeholder engagement with community, local councils, TMR, and DES, regarding noise and vibration is detailed in Appendix E: Consultation Report, Section 5.6. ▸ Measures to mitigate noise and vibration impacts are provided in Chapter 16: Noise and Vibration and impacts to enhance social amenity and lifestyle for impacted residents are addressed in Appendix X: Social Impact Assessment.

Key theme	Stakeholder input (what we heard)	Project response (what we did)	Further information

Traffic and transport (including road–rail interfaces, emergency services, property access and safety)	• Key stakeholder concerns about traffic and transport centre primarily around the interface between the road and rail network (including existing level crossings), the management of construction traffic, maintaining emergency vehicle access, and understanding temporary and permanent changes to roads and property access.
	• Engagement is ongoing with affected key stakeholders regarding the road and rail network, management of construction traffic, and temporary and permanent road network changes.
	• Key stakeholder groups engaged include:
	  ◦ local councils
	  ◦ landowners
	  ◦ local road users
	  ◦ TMR
	  ◦ QR
	  ◦ local schools
	  ◦ bus route operators
	  ◦ QFES
	  ◦ QPS
	  ◦ transport industry stakeholders
	  ◦ major businesses along the alignment.
	• The engagement was delivered in two key stages:
	  ◦ gathering information about the existing road network from road managers and local users
	  ◦ sharing information about the proposed solutions and gaining stakeholder responses to feed back 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 (interactive mapping tool).
		• During the development of the draft EIS and reference design, a variety of communication channels have been used to collect community and key stakeholder feedback about proposed reference design impacts on the road network, including targeted workshops and meetings, community information sessions, and information provided through the CCCs.
		• Directly affected and nearby landowners outlined concerns about road–rail interface, informing changes to road alignments and crossing treatments, particularly in the following locations:
		  ◦ removal of level crossings:
		  – McDougalls Road, Whetstone
		  – Hall Road, Yandilla
		  – Lindenmayer Road, Millmerran
		  ◦ level crossing updates:
		  – Kooroongarra Road, Millmerran
		  – Paton Road, Millmerran
		  – Nicol Creek Road, Bringalily
		  – Millwood Road, Bringalily
		  – Harris Road, Fysh Road, and Gore Highway, Pampas
		  – Mann Silo Road, Brookstead
		  – Linthorpe Valley Road, Southbrook
		  ◦ new/updated grade separations:
		  – Bybera Road, Inglewood
		  – Heckendorf Road, Clontarf
		  – Commodore Peak Road and Scraggs Road, Millmerran
		  – Owen Scrub Road, Millmerran
		  – Gilgai Lane, Pampas
		  – Athol School Road and Purcell Road, Southbrook
			• Appendix E, Section 5.5 outlines the consultation activities undertaken with TMR, local council technical working groups, QR, QFES, and Queensland Education.
			• The outcomes of targeted engagement, specifically around road—rail interfaces, heavy traffic during construction and emergency access is detailed in Section 6.6.2 of this chapter.
			• A summary of reference design refinements following the public notification of the draft EIS in early 2021 can be found in Appendix E: Consultation Report, Section 4.1.4.
			• Road–rail interface locations are identified in Chapter 5: Project description, and information about technical studies and a summary of existing traffic use is in Appendix AA: Traffic Impact Assessment.

Key theme	Stakeholder input (what we heard)	Project response (what we did)	Further information
	▸ 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.		
Land use and tenure (including land acquisition, land access agreements)	▸ Engagement with directly impacted landowners, Traditional Owners (including BNTAC), local businesses, utility and service providers, councils and state government agencies has identified impacts to properties such as property severance, fragmentation, accessibility, services interruption, native title, cultural considerations and the creation of small lots. ▸ ARTC has undertaken meaningful engagement with landowners and local businesses to understand their specific property needs and concerns, and to provide information to help landowners identify their options for impact mitigation, management or offset. ▸ ARTC commenced early engagement with directly impacted landowners impacted by the 2 km-wide preferred project corridor in September 2017. ▸ Engagement with landowners has informed ARTC to understand what equipment needs to go across the alignment to ensure reference design allows adequate access for operations (such as cattle and cropping) where possible. This one-on-one engagement has allowed ARTC to discuss different ways to access property along the alignment and, in several cases, has enabled the design to integrate mitigation measures such as larger culverts to allow access across the alignment or alternative access points.	▸ ARTC is working with GRC to consider opportunities for the design of works within the Eukabilla Road reserve adjacent to Rainbow Reserve, to reduce the extent of impacts on the reserve during construction. ▸ In 2019, when the reference design and draft EIS boundary was refined, the formal acquisition engagement commenced. ARTC and TMR have worked together to hold one-on-one discussions with impacted landowners experiencing hardship. ▸ As of December 2023, engagement with landowners seeking early acquisition has commenced.	▸ Further information on consultation with directly impacted landowners is detailed in Appendix E: Consultation Report, Section 4.5 and 5.1. ▸ Further information on consultation and ARTC's land acquisition process is detailed in Appendix E: Consultation Report, Section 5.2. ▸ Chapter 8: Land Use and Tenure provides further detail on property impact, land acquisition and land access.
State forest revocation	▸ While the tenure of land within the permanent footprint is predominantly freehold, the Project will traverse Bringalily and Whetstone state forests. ▸ The process of partial State forest revocation has a potential impact on a variety of key stakeholders. Engagement with stakeholders regarding land leaseholder, timber harvesting operations, apiary licensing (beehives), fauna passage, wildfire mitigation measures, emergency access, cultural heritage and understanding the recreational use of the state forest was undertaken in 2021 and 2022.	▸ The preferred alignment design requires a partial revocation of the state forest, which ARTC has requested under the *Forestry Act 1959* (Qld) in 2019. ▸ Ongoing engagement with key stakeholders, including state agencies (DESI and DAF), local councils, emergency service providers, permit holders, lessees, Traditional Owners and other interest holders has informed the revocation process, and this consultation is ongoing.	▸ A summary of the engagement with state agencies, key stakeholders and leaseholders in the state forest is detailed in Appendix E: Consultation Report, Section 5.7.

Key theme	Stakeholder input (what we heard)	Project response (what we did)	Further information
Ecology (flora and fauna)	▸ ARTC has undertaken an ecology assessment and developed a Fauna Connectivity Strategy as part of the development of the revised draft EIS and revised reference design. ▸ In 2020, the CEO of Southern Queensland Landscapes, the regional natural resource management group, became a member of the IDDCCC and General Manager-Government Programs became a member of the SDDCCC. ▸ ARTC has conducted targeted workshops, additional detailed field studies and one-on-one consultation to integrate local knowledge and expert advice from wildlife carers and koala interest groups to better understand important koala populations in the vicinity of the Project.	▸ Consultation with individuals and key interest groups took place during the development of the draft EIS to understand key flora and fauna concerns, present Project findings, and provide opportunities for stakeholder input into the ecology assessment and the development of a fauna movement and fencing strategy. ▸ In 2022, the draft EIS fauna connectivity strategy and design underwent a review by an independent industry expert, with priority species identified by the ecology assessment. ▸ Since the public notification of the draft EIS, ARTC is working in partnership with local koala groups and experts, wildlife carers, natural resource management groups and key individuals to conduct additional consultation and field studies. ▸ This consultation informed the development of a draft Koala Management Plan, including mitigation measures for the Project. ▸ Additionally, ARTC is involved in a koala genetics study along eight sections of the Inland Rail Program. The study is a partnership between ARTC, Environmental Resources Management Australia (ERM) and the University of the Sunshine Coast (UniSC). The results will be used to inform koala protection measures. ▸ A further research program, supported by ARTC, is being conducted by the University of Southern Queensland to study koalas and threatened Brigalow Belt reptiles.	▸ Further information is detailed in Chapter 11: Flora and Fauna, Appendix L: Terrestrial and Aquatic Ecology Technical Report and Appendix P: Fauna Connectivity Strategy. ▸ Section 6.6.7 provides further details on the engagement and outcomes of ARTC's koala consultation and development of Appendix M: Draft Koala Management Plan.
Ecology (biodiversity and offsets)	▸ Early engagement with landowners regarding potential offset opportunities has commenced and will continue through detailed design. ▸ Active engagement with local councils, representatives from Traditional Owners (BNTAC), Healthy Land and Water and Queensland Trust for Nature has also been undertaken, with presentations at CCCs and EIS workshops.	▸ As the Project progresses, opportunities for collaboration and alignment with existing biodiversity programs is being explored with key stakeholder groups.	▸ Further information is detailed in in Section 6.6.11 of this chapter and Appendix Q: Environmental Offset Delivery Strategy.

Key theme	Stakeholder input (what we heard)	Project response (what we did)	Further information

Cultural, Social and economic impact	▸ ARTC has continued engagement with the Bigambul People and a range of issues have been identified including the impact of the permanent Project footprint on Rainbow Reserve and the Rainbow Lagoon as culturally important, as is the Macintyre River and economic and business development opportunities relating to the Turallin facility.
	▸ ARTC has worked with a range of stakeholders to inform the Social Impact Assessment (SIA). This will identify potentially impacted communities' issues and priorities, provide a detailed assessment of social impacts and benefits, and develop management measures to be included in the Social Impact Management Plan (SIMP).
	▸ The SIA focuses engagement on the key areas of workforce management, housing and accommodation, health and community wellbeing, local business and industry.
	▸ Engagement for the SIA was integrated with ARTC's Project engagement processes, and included:
	  ▸ a community survey with residents in the areas through which Inland Rail would pass, to provide input into the SIA scoping stage
	  ▸ meetings with Toowoomba and Goondiwindi regional council managers to discuss community concerns, potential social impacts and benefits, and mitigation and management measures
	  ▸ discussions with community members (including directly impacted landowners) as part of community information sessions
	  ▸ meetings and interviews with Traditional Owners
	  ▸ meetings with businesses and industry bodies
	  ▸ workshops with government departments to discuss preliminary findings and mitigation measures.
		▸ ARTC is working with GRC to consider opportunities for the design of works within the Eukabilla Road reserve adjacent to Rainbow Reserve, to reduce the extent of impacts on the reserve during construction.
		▸ ARTC has committed to consultation with affected Traditional Owners (including BNTAC) to develop appropriate landscape design treatments in areas with particular cultural heritage significance.
		▸ Ongoing negotiations between ARTC and BNTAC are required regarding the confirmed land use of the Turallin site.
		▸ The SIA developed for the revised draft EIS provides a comprehensive baseline of social characteristics against which potential Project-related changes can be assessed.
		▸ Management measures include addressing training and development, mental health service capacity, contributions to community wellbeing and development, local employment, potential impacts on housing and accommodation, and local business involvement in Project supply opportunities.
		▸ The Inland Rail Skills Academy was established to:
		  ▸ increase the number of skilled local people eligible for employment on Inland Rail and associated regional industries
		  ▸ increase school student awareness and capability
		  ▸ create opportunities for local businesses to participate in new supply chains
		  ▸ equip Inland Rail employees with world-class skills.
			▸ The detailed consultation associated with the development of the SIA is outlined in Appendix E, Section 5.11.
			▸ Outcomes of this consultation are reflected in Chapter 17: Social and Appendix X: Social Impact Assessment.
			▸ See section 6.6.14.3 for details on the Millmerran Alternate Alignment engagement outcomes.

Key theme	Stakeholder input (what we heard)	Project response (what we did)	Further information

	• These consultations provided the Project with insight on community concerns, vulnerabilities, potential social impacts and benefits, and advanced discussions on social infrastructure access, community concerns about the Project and opportunities to collaborate on training and employment programs. It covered a range of issues that are linked to social outcomes, including design issues, road–rail interfaces, flooding risks, environmental management measures, traffic management, waste management and impacts on council utilities.
	• During detailed design, ARTC will also work with relevant stakeholders to detail and refine the cooperative measures outlined in the SIMP and SIMP action plans, and agree specific outcomes, strategies and performance metrics for partnerships.
		• Other key measures include:
		  ◦ working closely with directly affected landowners to mitigate potential impacts on property amenity and agricultural businesses
		  ◦ engaging with adjacent landowners who may experience impacts on amenity due to noise, increased traffic, dust, other impacts and to monitor the effectiveness of mitigation measures
		  ◦ liaising with the DoE, Queensland Health, QPS, QAS and QFES about any changes to access routes or service demands
		  ◦ cooperating with stakeholders to develop and implement training and skills development partnerships, and business capacity building programs
		  ◦ continuing a mental health partnership that was established during the EIS stage to support residents experiencing stress and anxiety related to the Project
		  ◦ implementing social performance strategies to enhance Project benefits and opportunities
		• Provision of two non-resident workforce accommodation facilities, with a third facility proposed in the Millmerran area, in response to the local housing and accommodation availability and affordability.
		• Changes have been made to the reference design, the Millmerran Alternate Alignment, as a direct result of consultation with a major regional employer and business on the economic implications of the Project.	

6.5.2 Technical stakeholder input into EIS

In addition to the key themes outlined in the section above, active engagement with key stakeholders was pursued to further inform the development of the draft EIS and revised draft EIS, between November 2018 and December 2023. This included targeted meetings and workshops with local and expert stakeholders to better inform baseline data collection, validate modelling processes for the EIS and to ensure the execution of a robust impact assessment project.

Areas where targeted consultation was undertaken include:

- Flooding and hydrology
- Soil conservation
- Groundwater and construction water
- Traffic, transport, and access
- Land use and tenure, including property acquisition
- Noise and vibration
- Cultural heritage and native title
- Landscape and visual amenity
- Waste and spoil
- Flora and fauna, including koalas
- Social impact, including skills and development, business opportunities and non-resident workforce accommodation.

The outcomes of this stakeholder engagement are summarised in Section 6.6 of this chapter, with full consultation details included in Appendix E: Consultation Report, Section 5.

6.6 Consultation outcomes

6.6.1 Draft EIS public notification (2021)

The Coordinator-General publicly notified the B2G draft EIS on 23 January 2021. The document was put on public exhibition, with a consultation and submission period that 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.

Further details on the consultation that was undertaken for the draft EIS public notification, and supporting engagement and communication activities, are outlined in Appendix E, Sections 4.1.4 and 4.6.2. As a result of the public notification and engagement program, a total of 505 formal submissions were received by the Coordinator-General. ARTC's formal response to public submissions is summarised in Appendix A1: Response to draft EIS Submissions.

On 4 January 2022, following a review of the draft EIS and stakeholder submissions, the Coordinator-General notified ARTC that additional information was required. In response to the Coordinator-Generals request for additional information, ARTC completed further investigations, assessments and stakeholder engagement to inform a revised draft EIS and address issues raised in the submissions, and additional information requirements. This revised draft EIS incorporates all additional information, design refinements and mitigation measures into the revised reference design. These inclusions are documented throughout this revised draft EIS.

The revised draft EIS, with additional information and technical reports required by the Coordinator-General, will be available for public notification and stakeholder submissions, and will be reviewed again by the Coordinator-General as part of the statutory evaluation and approval process.

6.6.2 Directly and indirectly impacted landowner engagement summary

Directly impacted landowners are individual landowners of private properties impacted by land acquisition requirements for the Project. The term 'directly impacted landowners' also includes 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, e.g. access, local roads, noise, amenity and social impacts, and landowners located within the 2-km wide Project study area. Engagement with directly and indirectly impacted landowners has enabled ARTC to gather further information to inform detailed design on key landowner issues, such as:

- Land use, operations and infrastructure
- Stock and machinery movements
- Groundwater bores and dams
- Hydrology and geomorphology
- Ecology and fauna connectivity
- Locations of sensitive noise receptors
- Access requirements and local road use.

Land acquisition engagement

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 ‘new’ lots to be acquired. The extent of the area associated with the lots and easements within the Project footprint, as well as tenure and existing land uses of these lots, is detailed in Appendix F: Impacted Properties.

As of December 2023, there are a total of 116 individual landowners affected by land acquisition for the Project, representing approximately 200 private properties. This includes 46 landowners who have more than one lot and/or are 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. This approach allows ARTC to understand the individual impacts and opportunities to mitigate for each property, and allows ARTC to tailor information accordingly to make engagement meaningful and appropriate. Early engagement activities by ARTC with potentially impacted landowners commenced in 2017 and has been ongoing. Earlier engagement with directly impacted landowners is detailed in Appendix E, Section 3.5.

Since 2021, together with TMR as the acquiring body, ARTC has engaged with landowners affected by the land acquisition process. As of 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 around early acquisition for impacted landowners experiencing hardship.

Land Access Agreements

During the development of the EIS and reference design, ARTC required access to private properties to undertake technical assessments and early works, and obtain permits as part of the evaluation process. As of December 2023, ARTC has 1,001 Land Access Agreements (LAAs) in place, representing more than 94.4 per cent of all land access requirements.

Further information on engagement with directly impacted landowners, including early engagement through community workshops, is detailed in Appendix E: Consultation Report, Section 4.5.1.

Indirectly impacted landowners

Indirectly impacted landowners are those stakeholders who are not directly impacted by a land acquisition requirement for the Project but may be impacted due to road realignments, visual amenity, noise or social impacts. Engagement with indirectly impacted landowners has been ongoing, through CCC presentations, briefings to local community, business and environmental groups, newsletters, community information sessions, pop-up information sessions, surveys, web-based material and face-to-face discussions.

Indirectly impacted stakeholders may also be captured in the broader community stakeholder group, which includes 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.

Indirectly impacted 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. Previously established engagement channels, such as CCCs, and community consultation sessions, will also continue to capture stakeholder feedback during the detailed design stage. As the Project moves into the construction stage, ARTC will continue to investigate mitigation measures or design changes, where appropriate.

Consultation with indirectly impacted landowners provided input to the revised draft EIS on key areas, including:

- Impacts relating to property values and the acquisition process
- Road–rail interface design
- Effects of construction and/or operation on residential amenity, connectivity and access
- Opportunities for local employment, training and business participation
- Impact on accommodation and housing, including non-resident workforce accommodation
- Potential for impact on Indigenous community values and cultural landscapes
- Impact of construction and/or operational noise and vibration, air quality and visual amenity
- Impact to flora, fauna and biodiversity along the alignment
- Impact to soils, hydrology and geomorphology along the alignment.

6.6.3 Project design and mitigation measures informed by stakeholder feedback on draft EIS

Through the EIS engagement program, ARTC continued to develop and refine the reference design. Outcomes of targeted stakeholder consultation, by technical discipline, are outlined in Sections 6.6.4 to 6.6.14.

Table 6-11 shows key reference design changes made in response to feedback received during the draft EIS notification period, 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. This feedback has informed design changes and mitigation measures documented in the revised reference design in this revised draft EIS. Ongoing consultation with these groups, and additional stakeholder groups such as schools, tourism operators, Traditional Owners and the broader community, will take place during the detailed design stage of the Project.

TABLE 6-11 PROJECT DESIGN CHANGES AND MITIGATION MEASURES IN RESPONSE TO STAKEHOLDER FEEDBACK

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
Project-wide	▸ All stakeholder groups	**Alignment:** the Project has aimed to align with the 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	▸ 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	▸ In consultation with stakeholders, ARTC minimised impacts by aligning the rail corridor with existing infrastructure and property boundaries, where possible. ▸ The revised draft EIS reference design and associated disturbance footprint has been refined to reflect ongoing consultation outcomes and mitigations with stakeholders, which are detailed in Section 6.6 of this chapter. ▸ Where impacts cannot be avoided, they will be carefully managed and mitigated, and ARTC will work with directly affected stakeholders to identify mitigation measures to reduce impacts to acceptable levels.

	▸ 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	▸ One-on-one meeting meetings
			▸ Community meetings
			▸ Technical workshops
			▸ CCC meetings and presentations
			▸ Public consultation on draft EIS and submissions from stakeholders
				▸ ARTC has made changes to the Project's reference design in direct response to this stakeholder feedback.
				▸ 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.
				▸ In the following areas, design changes have also addressed the concern about land acquisition impacts:
				  ▸ 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 EIS boundary near Brookstead to enable design options that would optimise land requirements and reduce impacts on nearby landowners.

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
	▸ 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 patters and debris from flood events impacting the alignment and/or properties	▸ One-on-one meeting meetings ▸ Community meetings ▸ Technical workshops ▸ CCC meetings and presentations. ▸ Public consultation of draft EIS and submissions from stakeholders	▸ 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	▸ Queensland Department of Resources	**Alignment:** permanent changes and possible fragmentation of the stock route reserve on Kildonan Road and South Kurumbul Road	▸ State agency meetings ▸ Public consultation of draft EIS and submissions from stakeholders	▸ ARTC has considered feedback from 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 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 drovers with controlled movement of stock.
	▸ 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	▸ 14 face-to-face meetings with the directly affected landowners to discuss: ▸ 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	▸ 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.
	▸ Directly affected landowner along the QR south-western line ▸ GRC ▸ TMR ▸ QR	**Alignment:** permanent changes to the width of the rail corridor	▸ Five meetings with the directly impacted landowners ▸ Three 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	▸ Concerns raised by a 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.

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
Yelarbon	▸ GRC ▸ TMR ▸ Directly affected landowners ▸ Indirectly affected stakeholders ▸ Yelarbon CCC	**Traffic & transport:** the impact on the Cunningham Highway overpass and adjacent roads, including noise and vibration, air quality, flooding	▸ 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	▸ Concerns raised in by GRC and TMR in draft 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.
	▸ 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	▸ Regular attendance and presentations at the YCCC. As of December 2023, ARTC had attended and presented at nine YCCC meetings. Invites were sent to the broader community to participate in a noise presentation.	▸ 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 Construction Environmental Management Plan (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.
	▸ 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	▸ Regular attendance and presentations at the nine Yelarbon Community Consultative Committee (YCCC) meetings. The streetscape is a regular agenda item. ▸ Monthly meetings with GRC to discuss the Yelarbon community and the streetscape opportunity.	▸ 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. ▸ 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.

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
	▸ 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	▸ Regular attendance and presentations at the YCCC, discussing the different options with members and attendees at nine YCCC meetings, including an overpass, underpass and at-grade option ▸ Monthly meetings with GRC to discuss the pedestrian crossing	▸ Through consultation with the Yelarbon community and through the YCCC, ARTC has committed to installing a pedestrian crossing across the rail alignment at an appropriate location in Yelarbon. ▸ ARTC has consulted with GRC, the GRC Mayor and YCCC regarding 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.
	▸ GRC ▸ Yelarbon residents	**Social:** location of non-resident workforce accommodation facility and maximising benefits to local community	▸ Community information session held in collaboration with GRC to discuss the proposed non-resident workforce accommodation. ▸ SDDCCC presentation on the non-resident workforce accommodation locations. ▸ Meetings and ongoing correspondence with GRC	▸ The location of non-resident workforce accommodation will be a decision made by ARTC. 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.
Whetstone	▸ Directly affected landowners	**Noise, risk and social:** traffic and transport safety, and noise concerns regarding McDougall's Crossing Road design	▸ Face-to-face meetings with directly impacted landowners ▸ Public consultation of draft EIS and submissions from stakeholders	▸ ARTC has provided alternative road corridor access via Cremascos Road to enable the removal of the active level crossing on McDougall's Crossing Road.
Inglewood	▸ Directly affected landowners ▸ QFES ▸ GRC	**Traffic & transport:** road–rail interfaces and emergency services access	▸ Regular meetings with GRC ▸ Public consultation of draft EIS and submissions from stakeholders, submission made by GRC regarding emergency services access	▸ 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 a grade separation crossing (rail over road). ▸ The grade separation solution also mitigates time impacts or access-related issues for emergency services.
	▸ Directly affected landowners ▸ GRC	**Land use and acquisition:** land fragmentation and disruption to access and infrastructure north-west of Inglewood	▸ GRC's submission raised the issues of land fragmentation and disruption to access and infrastructure in this vicinity	▸ ARTC has created a new road reserve to the north of the rail line to provide connectivity and access to severed land parcels.

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
	▸ GRC ▸ Inglewood residents	**Social:** location of non-resident workforce accommodation facility could result in increased activity and traffic volumes in town	▸ 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	▸ The location of non-resident workforce accommodation will be a decision made by ARTC. Ongoing engagement with the Inglewood 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 GRC. 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.
Bringalily and Whetstone State forest	▸ 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	▸ 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	▸ ARTC has used the application of a 1 in 80 gradient 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 has resulted in a commitment to working with Council on mitigation measures, such as replacing sections of the wild dog check fence to ensure the fence maintains its function and integrity and access is not lost as a result of the Project. ▸ BNTAC completed cultural heritage management surveys of state forest areas in 2020. ▸ More detailed consultation information is provided in Appendix E, Section 5.7.
Bringalily-Clontarf area	▸ TRC	**Traffic and transport:** issues with safety, noise and traffic controls in this area	▸ Regular ongoing consultation through technical liaison working group ▸ Feedback received during draft EIS consultation and submission process	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: ▸ Koorrongarra Road ▸ Paton Road ▸ Nicol Creek Road ▸ Millwood Road.

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
Millmerran/ Clontarf	▸ 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	▸ 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	ARTC undertook additional analysis and sensitivity testing and incorporated updated traffic data. The following design changes have been made: ▸ Heckendorf 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 upgraded 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	▸ TRC ▸ Turallin residents	**Social:** location of non-resident workforce accommodation facility could result in increased activity and traffic volumes in town	▸ Community information session ▸ CCCs ▸ Regular meetings with TRC technical working group ▸ Feedback received during draft EIS consultation and submission process	The location of a third non-resident workforce accommodation facility will be a decision made by ARTC. Ongoing engagement with the Millmerran community will inform the decision and final design, and address issues from stakeholders. This will also result in secondary approvals, which will include conditions to 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.
Lindenmayer Road, Millmerran **Yandilla alignment**	▸ 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	▸ Face-to-face meetings ▸ CCCs ▸ Feedback received during draft EIS consultation and submission process	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 interfaces in this area to mitigate stakeholder concerns. This includes: ▸ 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 ▸ Upgrade 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 6.6.14.3 for a summary of the MAA.

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
Pampas	▸ Pampas community	**Social:** construction noise and vibration, dust and traffic affecting the amenity of rural residents	▸ Community information sessions ▸ CCCs ▸ Face-to-face meetings with key stakeholders and impacted landowners ▸ Feedback received during draft EIS consultation and submission process	Management measures such as 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 in Pampas, the Pampas Memorial Hall and the Pampas Rural Fire Brigade	▸ Community meetings ▸ CCCs ▸ Face-to-face meetings with key stakeholders and impacted landowners ▸ Feedback received during draft EIS consultation and submission process	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.
	▸ TRC ▸ Directly affected landowners ▸ Indirectly affected stakeholders	**Project design (level crossings):** noise and vibration, traffic and social impact of design at Gilgai Lane, Pampas	▸ Regular ongoing consultation through TRC technical liaison working group, and feedback received during draft EIS consultation and submissions to the draft EIS	ARTC has upgraded the level crossing treatment for Gilgai Lane from a level crossing to a grade separation—rail over road.
	▸ TRC ▸ TMR ▸ Directly affected landowners ▸ Indirectly affected stakeholders	**Project design:** traffic and transport, noise and vibration and social impact of the design at Fysh Road, Pampas	▸ Community information session (held at Brookstead) ▸ Regular ongoing consultation and technical liaison with TRC ▸ Ongoing consultation with the community including invitations to meet face-to-face ▸ Feedback received during draft EIS consultation and submission process	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 has updated the design to be via Harris Road and also a level crossing design. This updated road design at Pampas influences changes to the reference design, including the road corridor and the level crossing location to address stakeholder concerns.
Brookstead	▸ Directly affected landowners and Brookstead residents	**Noise and vibration:** concern for construction noise and vibration for residents in the southern part of town	▸ Community information sessions ▸ CCCs ▸ One-on-one meetings with impacted landowners and key stakeholders ▸ Multiple submissions through the EIS consultation process	▸ Management measures including 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 impacts through Brookstead.

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
	▸ Brookstead residents	**Social:** effects on visual amenity due to the intensification of rail infrastructure	▸ Community information sessions ▸ CCCs ▸ One-on-one meetings with impacted landowners and key stakeholders ▸ Multiple submissions through the EIS consultation process	▸ 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	▸ Community information sessions ▸ CCCs ▸ One-on-one meetings with impacted landowners and key stakeholders ▸ Multiple submissions through the EIS consultation process	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.
	▸ Elsden Road—directly impacted landowners, local residents and road users ▸ TMR	**Land use:** Project alignment and design in the area around Elsden Road, Brookstead	▸ 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	ARTC has widened the Project 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 Eldsen Road; however, stakeholder concerns will be taken into consideration during the detailed design stage.
	▸ 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	▸ 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	ARTC has updated the proposed design of the Mann Silo Road rail crossing and nearby driveways. ARTC has widened the Project boundary around this area to enable additional design options to be explored in the detailed design stage.
Yarranlea	▸ Yarranlea residents ▸ TRC	**Noise & vibration:** potential for construction noise to affect amenity	▸ Community information sessions ▸ Feedback received during draft EIS consultation and submission process	Management measures including 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	▸ Feedback received during draft EIS consultation and submission process	▸ 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.

Location	Stakeholder/s	Concern	Engagement	Design change / mitigation measure
Pittsworth	▸ Pittsworth residents	**Noise & vibration:** potential for construction noise to affect the amenity of residents on Pittsworth's northern fringe, and changes to the visual amenity in this area	▸ Community information sessions ▸ CCCs ▸ Interactive mapping tool (Social Pinpoint) ▸ Feedback received during draft EIS consultation and submission process	▸ 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 IDDCCC and engagement will be ongoing through detailed design. ▸ Reference design includes noise barriers adjacent to the Pittsworth township.
	▸ 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	▸ Face-to-face meetings with local land care groups ▸ CCCs ▸ Community information session ▸ Workshop with key stakeholders ▸ Feedback received during draft EIS consultation and submission process	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: Draft Koala Management Plan.
Southbrook	▸ TRC ▸ TMR	**Traffic:** Linthorpe Valley Road crossing	▸ Ongoing consultation with TRC and TMR through regular technical working group meetings ▸ Feedback received during draft EIS consultation and submission process	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	▸ TRC ▸ TMR ▸ Local community	**Traffic:** Athol School Road and Purcell Road, Southbrook.	▸ 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	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.

6.6.4 Hydrology and flooding engagement summary

ARTC developed a five-step flood study engagement framework to guide consultation and inform design and flood management across flood plains, as shown in Figure 6-4. In line with this framework, a comprehensive consultation program was undertaken to inform the development of engineering and technical options for crossing the Condamine River and Macintyre River floodplains. In addition to the steps outlined in the framework, ARTC worked with the Flood Panel and carried out extensive additional consultation and recalibration of the modelling.

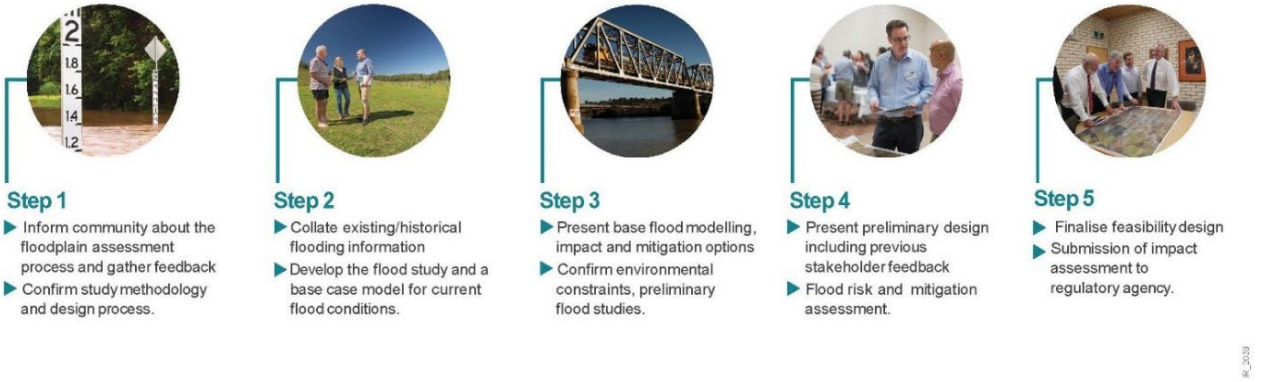

FIGURE 6-4 FLOOD STUDY ENGAGEMENT FRAMEWORK

The flood model engagement framework aims to:

- Gather local knowledge on flood behaviour, ground conditions and ecology
- Share the proposed study methodology for the proposed Condamine River and Macintyre River floodplain crossing
- Inform community members about opportunities to provide input and timeframes
- Gain support for the methodology and modelling results by demonstrating stakeholder input
- Gather insight on what changes to existing flood levels and flows would be acceptable to landowners by identifying draft options for consultation
- Demonstrate to stakeholders how the Condamine River and Macintyre River floodplain crossings fit into the broader B2G Project planning and evaluation process
- Inform stakeholders about the proposed floodplain crossing design and how stakeholder input has influenced design.

A key component of the program was consultation with local flood specialists and landowners to understand their experience with flood movements, impacts and levels on their properties.

Engagement with landowners and other stakeholders included one-on-one meetings, and a series of workshops 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 draft EIS and reference design. Landowners along the alignment, including those with properties within the Condamine River and Macintyre River floodplains shared their experiences during major flooding events. Stakeholders also provided photographic records and anecdotal evidence of previous flood extents and impacts.

These first-hand key landowner insights informed:

- 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
- 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.

In July 2018, ARTC shared the flood model and supporting technical information to enable landowners and the SDDCCC to appoint an independent flooding expert to assess the suitability of the model.

6.6.4.1 Independent International Panel of Experts for Flood Studies (Flood Panel) findings

In June 2020, the Australian Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) and TMR jointly established the Expert Flood Panel to provide assurance that the flood models and reference design meet national guidelines and industry best practice. The Expert Flood Panel provided their final report to the Queensland and Australian Governments on 6 September 2022 and it was released publicly on 7 October 2022. Inland Rail carried out additional consultation and technical investigations to expand flood models and implement the recommendations of the Flood Panel.

6.6.4.2 Condamine River floodplain consultation outcomes

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 culverts (900 mm–2.1 m in diameter)
- 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.

Assessment of the proposed Condamine River floodplain crossing design indicates that in a 1% Annual Exceedance Probability (AEP) event, the solution is likely to change flood behaviour at numerous private properties that already experience some degree of flooding. This includes changes in peak water levels of 10–50 mm. In October 2022, ARTC undertook consultation with almost 100 private 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. The FIOs relate to the operational project footprint and further details on the FIOs and mitigation measures are provided in Chapter 14: Flooding and Geomorphology.

ARTC is continuing to work with landowners on a one-on-one basis to develop mitigation measures to minimise and manage any changes to flood behaviour, which will continue through the detailed design stage. This engagement is outlined in Appendix E: Consultation Report, Section 5.3.1, with consultation outcomes outlined in Section 5.3.2.

6.6.4.3 Macintyre River floodplain consultation outcomes

ARTC facilitated an independent review of the Macintyre River flood model in July 2020, updated the model to incorporate the *Australian Rainfall and Runoff (AR&R) 2019 Guiding Principles*, and completed a comprehensive consultation package to provide the community with further information and support for the revised flood model. Additionally, ARTC has supported the Independent Panel of Experts to complete their review and adopted the 1976 flood event as the baseline design event for the Project.

Due to the Project team establishing collaborative partnerships with local stakeholders, councils and hydrology working groups, ARTC has significantly increased the accuracy and capability of its flood modelling. As a result, the grouping and sizing of some culverts have been modified from the initially proposed reference design. This is to address stricter quantitative design limits set by the NSW Department of Planning and Environment (DPE) and updated flood events (above the typical 1% AEP design event). Banks of 20 to 30 culverts have been proposed, as ‘pockets’ of culverts (with approximately four to six in each pocket) with more space allowed between each pocket. This is one method that can lower outlet velocity to meet design limits and reduce the risk of scouring at the culverts.

In August 2021, the draft *North Star to Border (NS2B) Preferred Infrastructure Report Models Review* (a supplementary report to the NS2B EIS) was released on the NSW Department of Transport website. The review concluded that the updated Macintyre floodplain model comprehensively addressed the concerns raised in the GRC’s independent review.

ARTC will continue to work with landowners concerned with hydrology throughout the detailed design, construction and operational stages of the Project. The purpose of this engagement will be to determine ground treatments and at-property treatments on a case-by-case basis. ARTC is also committed to ongoing consultation with GRC and local flood specialists and will continue to work with stakeholders to build confidence in the Macintyre flood model and the design of the floodplain crossing.

A full report of engagement conducted, and consultation outcomes, is detailed in Appendix E: Consultation Report, Section 5.3.3.

6.6.4.4 Ongoing flooding and hydrology engagement

Flooding impacts continue to be a significant community concern and ARTC will continue to engage with impacted landowners, local flood specialists and industry experts throughout the detailed design, construction and operational stages of the Project.

This engagement will include:

- One-on-one consultation with landowners affected by changes in flooding behaviour
- Updates to the community via community sessions and e-newsletters
- Updates on flood modelling and design refinements at the Community Consultative Committee (CCC) meetings
- Meetings, phone calls and emails to key individual landowners
- Integrating feedback on design flood modelling results.

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). These results are reported in Chapter 14: Flooding and geomorphology.

In October 2022, ARTC undertook consultation with all landowners within local and regional catchments 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 in Southbrook, Millmerran, Inglewood and Yelarbon. Specific consultation has also been held with the Yelarbon community and GRC about the works to augment and enhance the Yelarbon levee. Details and outcomes of this consultation is provided in Appendix E: Consultation Report, Section 5.3.1.

6.6.5 Water engagement summary

Consultation about the potential impact of the Project on groundwater and surface water resources has been underway since 2019. This engagement informed the groundwater and surface water impact assessments developed as part of this revised draft EIS. This has involved sharing information about predicted potential impacts to water in the region and better understanding of how water is used by landowners. This engagement was undertaken through community information sessions, CCCs, e-newsletters, and local council and government engagement, and provided ARTC with an understanding of stakeholders' concerns, including:

- Changes to groundwater
- Pre-construction conditions and how ARTC is completing baseline assessments
- Impacts to landowner's water assets, allocations and licences
- The long-term impacts and requests for ongoing groundwater monitoring
- Additional impacts outside the Project footprint
- Quantity of water required for construction and requests to sell water to the Project.

6.6.5.1 Groundwater bores engagement

ARTC conducted two surveys to understand the presence and features of groundwater and surface water assets owned by landowners within the Project's footprint. In 2020, landowners who were directly impacted by the Project were consulted via phone, email, post 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 and shared back into the community through newsletters, website and the CCC meetings.

Between December 2021 and April 2022, ARTC conducted the second survey as part of the revised draft EIS, to identify all registered and unregistered bores that may be impacted during construction and operation. There were 179 individual landowners contacted by telephone, email and hard copy mail out to conduct the survey, with 74 surveys completed. The survey identified three unregistered groundwater bores within the Project footprint.

The results of this engagement informed the development of a make-good process to address the Project's potential impact to any privately-owned bores. Where groundwater bores are to be decommissioned or impaired as a result of the Project, make-good arrangements will be developed on a case-by-case basis in consultation with the landowner. 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 details on the landowner bore make-good process.

On 19 May 2022, ARTC consulted with DRDMW regarding accessibility, quality and quantity of water supply options, and proposed groundwater bore make-good arrangements. Details of engagement with DRDMW are detailed in Appendix E: Consultation Report, Section 4.2.3, and further engagement details regarding groundwater are outlined in Appendix E: Consultation Report, Section 5.4.1.

ARTC will undertake 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. Details of ongoing stakeholder engagement is outlined in Section 6.7.2.

6.6.5.2 Construction water engagement summary

Construction site activities will generate demand for water of varying quantity and quality. During development of the revised reference design and the revised draft EIS, ARTC has engaged with numerous stakeholders in relation to Project construction water requirements with the aim of identifying all water sourcing opportunities.

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 and Chapter 13: Surface Water.

A detailed report of stakeholders consulted, interactions and outcomes regarding flooding and hydrology, groundwater and construction water is provided in Appendix E: Consultation Report, Section 5.3 and Section 5.4.

6.6.6 Traffic and transport engagement summary

Through comprehensive engagement with traffic, transport and infrastructure owners, operators, state agencies and local road users, ARTC has been able to use this feedback to ensure infrastructure is maintained, as well as the continuation of safe and efficient operations of services. Infrastructure owners and operators also provided information on access requirements, road design technical requirements, and methodology requirements for traffic impact assessments. Where stakeholder input has not been able to be incorporated due to technical, design or other issues, this has been discussed with the stakeholder, where possible. This level of engagement with infrastructure owners and operators has also resulted in both ARTC and the traffic and transport stakeholders gaining a better understanding of potential changes and impacts as a result of the Project. ARTC is committed to working with these key stakeholders to minimise the impact of the Project on this infrastructure.

Further details of stakeholder engagement regarding road–rail interfaces are detailed in Section 6.7.1 and in Appendix E: Consultation Report, Section 5.5.1.

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

A regular working group with TMR and local councils is ongoing, to engage with these key stakeholders regarding impacts and mitigation measures on the road and rail network, construction traffic management, and expectations with regards to temporary and permanent road network changes. Fortnightly meetings with TMR will be ongoing. To date, this engagement has also informed Appendix AA: Traffic Impact Assessment and Chapter 20: Traffic, Transport and Access. 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.

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

- Additional road traffic surveys were undertaken to ensure accuracy of the data used and to validate the traffic impact assessment
- Additional road traffic surveys and studies were undertaken 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.

Engagement with Brookstead, Yelarbon and Southbrook Central state schools commenced in 2017 and is ongoing. Impacts to these three schools during construction and operation may include noise, vibration, heavy vehicle movement, accessibility, and temporary and permanent changes to bus routes. In 2021 and 2022, additional consultation with the DoE representatives in Toowoomba and Brisbane was undertaken. Outcomes of this engagement will be used to inform construction planning and mitigation measures. In July 2022, a meeting was held with DoE representatives about the management of construction traffic for Queensland Inland Rail projects (B2G and G2K projects), and included how ARTC would manage any impact to school bus routes and heavy traffic around schools during construction. This engagement with DoE at a state and regional level will continue during detailed design. Details of meetings and issues raised by and discussed with the DoE regarding construction and operational impacts of the Project are outlined in Appendix E, Section 4.2.3.

ARTC is committed to understanding and engaging 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. The Toowoomba Regional Access and Disability Advisory Committee will be used to guide engagement with this community. ARTC attends the Inglewood Community Advisory Network (CAN) and Goondiwindi interagency meetings each month, building the relationship between Care Goondiwindi and ARTC to better provide solutions for vulnerable road users as detailed design progresses.

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) was undertaken in May 2022 to discuss the needs of stakeholders represented by these interest groups. ARTC will continue to engage with these active travel user groups as the Project progresses through detailed design and construction to ensure active transport corridors are considered and active transport users, including cyclists and pedestrians, are informed at each stage regarding changes to access and roads.

6.6.6.1 Road–rail interface consultation

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.

Infrastructure owners and operators have been consulted on design requirements to ensure the safe and operational efficiency of their infrastructure, and advised on potential maintenance and financial impacts as a result of the Project, including:

- Requests to accommodate the movement of large trucks and farming machinery, including future proofing for larger vehicles than what the road network provides for currently
- Concerns about maintaining access to properties and changed connection points to roads
- Requests to improve existing safety issues at road intersections impacted by the Project
- Sharing information about the types and volumes of road movements
- Intersection locations and preferred turning lane treatments
- Minimising disruption to business operations
- Changed alignments to roads, including geometry and network connectivity.

In addition to road managers, engagement also included face-to-face meetings with directly affected and nearby landowners as well as community information sessions and CCC meetings. Stakeholders clearly outlined concerns about some of the proposed road–rail interface designs, informing changes to road alignments and crossing treatments are outlined in Table 6-12.

TABLE 6-12 CHANGES TO ROAD INTERFACE TREATMENTS

Road name	Draft EIS treatment	Revised draft EIS treatment
McDougall's Crossing Road, Whetstone	Active level crossing	No crossing with alternative access
Bybera Road, Inglewood	Passive level crossing	Grade separation: rail over road
Koorangarra Road, Bringalily	Passive level crossing	Active level crossing
Paton Road, Bringalily	Passive level crossing	Active level crossing
Nicol Creek Road, Millwood	Passive level crossing	Active level crossing
Millwood Road, Millwood	Passive level crossing	Active level crossing

Road name	draft EIS treatment	Revised draft EIS treatment
Heckendorf Road, Clontarf	No crossing with road realignment	Grade separation: road over rail
Commodore Peak Road and Scragg Road, Millmerran	Active level crossing	Grade separation: rail over road
Owen Scrubb Road, Millmerran	Active level crossing	Grade separation: road over rail
Lindenmayer Road, Millmerran	Active level crossing	Avoids interface
Gilgai Lane, Pampas	Passive level crossing	Grade separation: rail over road
Fysh Road, Pampas	Closure and diversion	Same treatment with improved road design for a simpler and safer solution for the community and road users
Harris Road, Pampas	Active level crossing	
Elsden Road, Brookstead	Passive level crossing	Active level crossing
Mann Silo Road, Brookstead	Passive level crossing	Active level crossing
Linthorpe Valley Road, Southbrook	Passive level crossing	Active level crossing
Athol School Road and Purcell Road, Southbrook	Athol School Road - closure with road realignment. Purcell Road - passive level crossing	Athol School Road—grade separation rail over road Purcell Road closure with road realignment

Road–rail interface locations are identified in Chapter 5: Project Description and information about technical studies carried out in relation to existing traffic use is contained in Appendix AA: Traffic Impact Assessment. 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.

Some key examples of community engagement outcomes for road–rail interfaces are summarised below:

- Brookstead—ARTC hosted a community information session to discuss proposed changes to the Brookstead road network design, which was developed in conjunction with TMR and TRC. The outcome of this engagement was not to progress with the closure of Madeleine Street East intersection with the Gore Highway, as this was viewed as a main access road into Brookstead.
- Pampas—ARTC hosted a community information session to discuss proposed changes to the Pampas road network design, to address road safety and technical constraints. Additional consultation also included four one-on-one meetings with stakeholders who could not attend the session. A detailed brochure was produced and distributed to the Pampas community, which resulted in phone calls and email enquiries from stakeholders. Reference design outcomes included changes to Fysh Road, Harris Road and the Gore Highway intersection, which involved road realignments and a more optimal location of the proposed level crossing.
- Athol—following extensive engagement with the local community and road managers regarding road–rail interfaces in Athol, ARTC has updated the design of Purcell Road and Athol School Road. Consultation with impacted landowners, government agencies, local councils, community members, and industry and economic development groups led to road network changes, which will increase road user safety while minimising impacts to properties and access. As a result of community engagement in this area, there is no change proposed for Southbrook-Biddeston Road at Southbrook. Design updates for Athol School Road and Purcell Road include:
  - 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, which provides a safer intersection than Purcell Road/Gore Highway
  - 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.

6.6.6.2 Emergency access and hazard management consultation

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 the Project minimises any impact to safety or emergency services. 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. Engagement with GRC raised an issue 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.

Agency engagement included meetings with QFES, QPS, and local police stations along the alignment to better understand emergency access and hazard management. One-on-one engagement was conducted with the Regional Director of Policing. In addition, 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.

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. Bushfire mitigation measures was also a key area of engagement with QFES and DAF in 2021 and 2022, with proposed mitigation measures provided in Chapter 21: Hazard and Risk.

6.6.6.3 Stock route consultation outcomes

The Project intersects with the state stock route network, which consists of stock routes and reserves in 11 locations. The Department of Resources (DoR) is responsible for providing policy and legislative advice and managing asset maintenance for the state stock route network. Local government is responsible for day-to-day administration and management and network maintenance of the state stock route network. Engagement with key stakeholders including DoR, GRC, TRC, TMR and key landowners identified important design considerations for the Project to incorporate into the reference design, including those listed in Table 6-13.

TABLE 6-13 STOCK ROUTE CONSULTATION OUTCOMES

Design consideration	Revised reference design outcome
7.3 m-wide minimum stock crossing width	Accepted and incorporated into the revised reference design
Fencing and barriers across the tracks	Design of fencing and gates are important to achieve the following objectives: ▸ 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. 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 10m wide fencing funnel with entry gates of 7.3 m wide. DoR has identified 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 interface. 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.

Design consideration	Revised reference design outcome
Holding yards	The revised reference design will cater for holding yards at certain locations, which have been provisioned for 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, 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 have identified 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.
Controlled movements	A draft "Call Train Control Process" is being investigated to assist drovers in contacting ARTC network control in advance to obtain information on suitable windows between trains when they can cross their stock. This will account for train frequencies and stock volumes. It's important that the drovers do not cross without the authority given by the ARTC network control centre.
Minimum 60 m width for new stock corridors (per Land Dealings Affecting Stock Routes Policy).	Accepted and incorporated into the revised reference design.

6.6.7 Noise and vibration engagement summary

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 revised reference design for the Project. As detailed in Appendix V: Noise and Vibration Assessment—Construction and Road Traffic, was conducted with reference to TMR's Code of Practice Volume 1 and Volume 2 and Appendix W: Noise and Vibration Assessment—Railway Operations, the assessment was conducted with reference to TMR's *Interim Guideline—Operational Railway Noise and Vibration (March 2019)*.

Since September 2019, ARTC has engaged with the community about noise and vibration, as well as individual stakeholders identified to be impacted by Project noise and vibration (sensitive receptors). Sensitive receptors are land uses 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). Between September 2019 and January 2020, a detailed consultation program was undertaken to engage with sensitive receptors about construction and operational noise and vibration, based on the draft EIS noise and vibration impact assessment During this time, ARTC initiated engagement with all sensitive receptors identified 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 also received ongoing updates regarding noise, mitigation, and compensation.

The noise and vibration assessments have been further refined as part of the revised draft EIS, and ARTC will provide the information to stakeholders during public notification of the revised draft EIS. Ongoing and transparent engagement with landowners and the community will be critical to determining mitigation measures during the detailed design stage. 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 and Brookstead Rural Fire Brigade sheds
- 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, Pittsworth State School 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 identification of appropriate mitigation measures specific to each school's requirements. Details of these meetings are outlined in Appendix E: Consultation Report, 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 schools' site layout, to determine the applicability of in-corridor or at-property noise treatments.

Table 6-14 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. More detail about the noise impact assessment and modelling is outlined in Chapter 16: Noise and Vibration and Appendix V: Noise and Vibration Assessment—Construction and Road Traffic, and Appendix W: Noise and Vibration Assessment—Railway Operations. Mitigation measures for the social impact, such as liveability and lifestyle, are detailed in Appendix X: Social Impact Assessment.

TABLE 6-14 MITIGATION MEASURES INFORMED BY KEY ISSUES RAISED BY STAKEHOLDERS

Issue raised	Mitigation measures
Key themes	
Route selection and proximity to sensitive receptors	Crossing loops alignments removed from sensitive receptors where practically possible B2G alignment is located within existing rail corridors, collocated with existing transport infrastructure and diverted around towns where practically possible
Evaluation process and next steps	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	Uncertainties about acquisition and compensation addressed in Appendix X: Social Impact Assessment
Social impacts, including liveability, property values and lifestyle	Addressed in sections 7.1.4 and 7.1.5 of Appendix X: Social Impact Assessment
Types of mitigation measures and when more detail will be made available	Refer Chapter 16: Noise and Vibration, Appendix V: Noise and Vibration Assessment—Construction and Road Traffic, and Appendix W: Noise and Vibration Assessment—Railway Operations

Details of noise impact assessment consultation, including noise methodology engagement and noise impact assessment is outlined in Appendix E: Consultation Report, Section 5.6. Engagement included focused workshops with councils and state agencies including TRC, TMR, DES and OCG.

6.6.8 Bringalily and Whetstone state forest revocation engagement summary

The proposed alignment of the Project traverses state forest in two locations, at Bringalily and Whetstone. The alignment in this location was confirmed following the Australian Government's 2017 review of four alternative route options. Considerations included community feedback, hydrology, horizontal and vertical alignment, and the impact on existing infrastructure.

The partial revocation of state forest will be undertaken under in consultation with TMR as the constructing authority under the *Land Act 1994* (Qld) and the *Acquisition of Land Act 1967* (Qld) and in line with the *Forestry Act 1959* (Qld), to enable the future gazettal of rail corridor through this land.

Consultation with a range of stakeholders has been ongoing during this process, to engage, propose solutions and subsequently acquire the interests over the proposed State forest revocation area. 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 and rabbit fence
- Native Title and cultural use
- Public access by recreational users.

Seven grazing leases in the Whetstone and Bringalily state forests, as well as two exploration permit sites in the Bringalily State Forest are impacted by the Project. Initial engagement with grazing leaseholders was undertaken in late 2019 to understand land use and access requirements. Further engagement was undertaken in 2021 and one-on-one engagement has been ongoing. ARTC has undertaken engagement with exploration permit holders in 2022.

Consultation with indirectly impacted stakeholders included a meeting held in 2021 with the Queensland Beekeepers Association Inc. The purpose of this engagement was to identify any impact on beekeeping, including commercial operations and recreational beekeeping. Queensland Beekeepers Association Inc advised that the Project would not have a significant impact on apiary activities, and consultation with DAF further confirmed no apiaries would be impacted.

In 2022, a meeting was held with state agencies (DAF, DES, QPWS, TMR and OCG) to work through operational requirements for access, gates, fire management plans, fauna passage, drainage flows, and sediment and erosion management.

The Project disturbance footprint also intersects the wild dog check fence at a number of locations in the Bringalily State Forest. ARTC has consulted with GRC, the current manager of the fence, and is committed to working in collaboration with the Council and other impacted stakeholders to implement 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.

Appendix E, Section 5.7 details the consultation completed to date in relation to the Bringalily and Whetstone state forests' revocation and associated stakeholder interests. The outcomes of this engagement, and issues identified by stakeholders, have been incorporated into developing the reference design. Further details are outlined in Chapter 8: Land Use and Tenure.

6.6.9 Traditional Owners engagement summary

The following Traditional Owners have been identified as having an interest in the areas of land affected by the Project:

- The Bigambul People
- Western Wakka Wakka People
- Endorsed Aboriginal parties.

Consultation with representatives from the three groups commenced in 2017 and has been ongoing throughout the development of the draft and revised draft EIS and revised reference design. Key areas of consultation include:

- Cultural heritage and management of areas of cultural significance
- ensuring Indigenous participation
- skills training and business opportunities
- engagement on Native Title impacted lands and water.

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.

The details of consultation with Traditional Owners and agencies are outlined in Appendix E: Consultation Report, Sections 5.8 and 5.9, and have been used to inform the respective sections of this revised draft EIS (Chapter 17: Social, Chapter 19: Cultural Heritage and Chapter 8: Land Use and Tenure). Potential impacts identified by the SIA consultation with Traditional Owners are detailed in Appendix X: Social Impact Assessment, Section 7.1.1.

6.6.9.1 Engagement with the Bigambul People

A key outcome of engagement has been the establishment of a framework for communication and consultation with the Bigambul Native Title Aboriginal Corporation (BNTAC) on a range of matters. In 2019, ARTC developed a Statement of Commitment with BNTAC as the registered native title holders along the B2G alignment. The 2019 Statement of Commitment, to *'preserve the cultural heritage of the Bigambul Nation and promote and support the social, economic and health aspirations of Bigambul People'* has guided consultation activities with this key stakeholder group to progress key areas of interest for these stakeholders. A BNTAC representative is also a member of the SDDCCC and attends regular meetings. More information about the SDDCCC is available in Appendix E: Consultation Report, Section 4.6.1.

In March 2022, ARTC facilitated three half-day workshops with BNTAC. These sessions were followed by a half-day workshop between ARTC and BNTAC Board Members to review progress of the 2019 Statement of Commitment, together with opportunities through the Inland Rail Skills Academy. Outcomes arising from these workshops continue to be progressed in consultation with BNTAC.

In May 2022, BNTAC Board Members met with ARTC Inland Rail senior leaders to progress interests in relation to:

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

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, opportunities for the BNTAC property at Turallin, and mapping business and legacy opportunities. Two follow-up meetings were held in March 2023.

Since February 2023, ARTC has been engaging with BNTAC on the development of an Indigenous Land Use Agreement to facilitate the construction and operation of the Project on areas where native title rights exist.

ARTC is committed to ongoing engagement with BNTAC, 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 analysis 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. Appendix E: Consultation Report outlines the proposed engagement strategy for native title matters, which will be undertaken in accordance with the *Native Title Act 1993* (Cth).

As noted in Appendix X: Social Impact Assessment, Section 7.1.1, Bigambul People identify Rainbow Reserve and the Rainbow Lagoon as culturally important, as is the Macintyre River. The permanent Project footprint traverses the eastern boundary of the reserve. ARTC is working with GRC to consider the design of works within the Eukabilla Road reserve adjacent to Rainbow Reserve, to reduce the extent of impacts on the reserve during construction. ARTC has committed to consultation with affected Traditional Owners (including with BNTAC) to develop appropriate landscape design treatments in areas with cultural heritage significance.

The Project footprint includes a 20-hectare (ha) development footprint within BNTAC's property at Turallin, west of Millmerran. This site was previously proposed as the location for a temporary non-resident workforce accommodation facility but was found to be unsuitable for the purpose. The 20-ha development footprint within BNTAC's property is included in the revised draft EIS and presented as a support facility, which could include a laydown area, worker training facility, or native plants nursery and traditional land management training facility. This is to enable economic and business development opportunities. BNTAC has committed to providing a list of potential alternate uses for the site to Inland Rail for consideration. Ongoing negotiations between ARTC and BNTAC will be undertaken regarding the confirmed land use of the Turallin site.

Details and outcomes of engagement with BNTAC is documented in Appendix E: Consultation Report, Section 5.8, and cultural heritage management in Appendix E: Consultation Report, Section 5.9.

6.6.9.2 Engagement with Western Wakka Wakka People

Engagement with Western Wakka Wakka People through 2021 had a strong focus on cultural heritage management. Further engagement between March and May 2022 focused on relationship management and future engagement protocols, as well as initial discussions about employment, training and business opportunities. Engagement with Western Wakka Wakka people between 2021 and 2023 maintained a strong focus on cultural heritage management. In March 2022, engagement focused on future engagement protocols, as well as initial discussions about Project opportunities across employment, training and business development. In February 2023, ARTC met with Western Wakka Wakka representatives to introduce new Inland Rail team members, commence planning for discussions around employment, skills and training opportunities. As of December 2023, engagement was continuing by phone to identify an appropriate meeting schedule.

Details of consultation outcomes with the Western Wakka Wakka People regarding cultural heritage management, Indigenous participation and training, and native title are further outlined in Appendix E: Consultation Report, Section 5.8 and Section 5.9 and Appendix X: Social Impact Assessment, Section 6.2.1.

6.6.9.3 Engagement with Endorsed Aboriginal Parties

Engagement with Endorsed Aboriginal Parties through 2021 had a strong focus on cultural heritage management. In 2022, engagement has also focused on Project workforce and business opportunities, with meetings taking place in March, May and September 2022, discussion of skills, training, employment and business aspirations. This has included encouraging supplier registrations on the ICN Gateway, including preferred employment agencies, promotion of available support for First Nations businesses, and identifying complementary cultural and ecological conservation objectives of Endorsed Parties. These discussions are ongoing.

Details of engagement and consultation outcomes with Endorsed Aboriginal Parties regarding cultural heritage management, Indigenous participation and training, and native title are further outlined in Appendix E: Consultation Report, Section 5.8 and Section 5.9.

6.6.9.4 Cultural Heritage Management Plans

Consultation with representatives from all three of the Traditional Owner parties for the negotiation, agreement and approval of CHMPs commenced in 2016 and will be ongoing throughout the life of the Project. Details of the CHMP will remain confidential. During the development of the CHMPs, this engagement aimed to identify:

- 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.

Full details of engagement for the development and ongoing management of cultural heritage are outlined in Appendix E: Consultation Report, Section 5.9.1 and Chapter 19: Cultural Heritage.

6.6.9.5 Engagement on native title

Along the Project alignment and disturbance area, an assessment conducted by TMR has determined that a number of lots have been identified as having existing native title rights, with BNTAC registered as the Native Title holders (QUD101/2009). A full list of land parcels and watercourses impacted by existing native title rights is provided in Chapter 8: Land use and tenure.

ARTC is committed to open and transparent engagement with BNTAC regarding lots affected by Native Title rights and interests and watercourses. In June 2022, early engagement with BNTAC about native title commenced through established communication channels. This two-way dialogue is ongoing and, in accordance with the Statement of Commitment, ARTC will seek to support BNTAC and work together to resolve any native title issues.

Revised draft EIS Chapter 8: Land Use and Tenure Section 8.5.2 discusses Project use of land with native title in more detail.

Further engagement details are provided in Appendix E: Consultation Report, Section 5.8.2.

6.6.10 Landscape and visual amenity engagement summary

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, wherever possible. For example, from a visual amenity perspective, the Yelarbon community has clearly stated that they would not support a noise wall blocking the view of the silo artwork. The Yelarbon CCC and GRC have developed a community streetscape strategy, which will be considered as part of the Project’s Community Wellbeing Plan; further details of this plan is outlined in Chapter 17: Social, Section 17.5.4.7.

Stakeholder feedback on landscape and visual amenity will inform detailed design along the alignment, and engagement with communities on proposed noise wall designs will be undertaken as part of a broader consultation noise and vibration consultation program in early 2023. Issues raised during consultation that have informed the landscape and visual assessment process include:

- Key views or vistas enjoyed by members of the community
- Concerns about impacts upon specific landscape features
- Concerns about impacts on landscapes and places of significance to Traditional Owners
- General comments about impacts on landscape values, such as rural amenity.

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 requirements. 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 landowner, 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.

Engagement with community members also identified a concern that the Project may result in lighting impacts on the area's rural character. Appendix K: Landscape and visual impact assessment technical report includes assessment of lighting impacts and proposed mitigation measures. While ARTC's qualitative assessment found that the impact of lighting is a 'low' level of effect, ARTC will engage with stakeholders concerned about, or impacted by, potential lighting during detailed design to mitigate any adverse impacts.

ARTC has developed a number of visualisations and communication tools to support stakeholder 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 stage and changes may result during the detailed design stage, 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
- An interactive map (Social Pinpoint), which includes examples of road–rail treatments as click throughs.

Examples of these visualisations are shown in Appendix E, Section 6.2.

6.6.11 Ecology and biodiversity engagement summary

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, development of the management plans and fauna connectivity strategy key technical stakeholders, community groups and landowners have provided technical input and local knowledge. Information was provided to ARTC through CCCs and engagement with local natural resource management and wildlife groups. Consultation with the Darling Downs Moreton Rabbit Board (DDMRB) and stakeholders associated with the wild dog check fence including GRC and DESI has been undertaken to discuss the impact of Project.

A number of species experts were consulted on various ecological matters including the availability of survey data, species habitat descriptions and criteria, and fauna connectivity requirements. Consultation outcomes from species experts has informed the outcomes in Chapter 11: Flora and Fauna and associated Appendices including Appendix P: Fauna Connectivity Strategy.

6.6.11.1 Koala Management Plan

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 (KMP) for inclusion in the revised draft EIS. See Appendix E: Consultation Report, Section 5.11.2 and Appendix M: Draft Koala Management Plan for further details.

Representatives from the following stakeholder groups provided technical and local advice during the development of the plan:

- University of Queensland (UQ)
- Griffith University
- University of Southern Queensland (USQ)
- Queensland Koala Advisory Council (QKAC)
- 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 District 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.

This additional information was used, along with field investigations, in the development of the draft KMP, which:

- Identifies important and locally significant koala populations in the vicinity of the Project
- Identifies existing threatening processes on these populations
- Defines design considerations and management actions to avoid, minimise and mitigate impacts on koalas
- Develops a monitoring program including monitoring methods and timing
- Develops adaptive management measures and threshold triggers
- Ensures koala safety and movement are maximised through design and layout and manages risks to koalas during construction and operational stages.

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.

In January 2023, an ecology community information session was held in Pittsworth to update the 36 attendees, including community groups, environmental organisations, universities and individual stakeholders on the additional work undertaken for the revised draft EIS. Topics included ecology surveys, the Fauna Connectivity Strategy, the KMP and biodiversity offsets. 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 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 ERM and the 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.

Consultation about koalas is ongoing through CCCs and targeted meetings with key stakeholder groups. Details of consultation are outlined in Appendix E, Section 5.10.2. The draft KMP is included as Appendix M: Draft Koala Management Plan.

6.6.11.2 Biodiversity offsets

ARTC must deliver biodiversity offsets to compensate for biodiversity loss under Commonwealth and Queensland state legislation. Table 6-15 outlines the engagement has informed the development of the Project's environmental offset strategy, provided in Appendix Q: Environmental Offset Delivery Strategy.

TABLE 6-15 BIODIVERSITY OFFSET ENGAGEMENT

Stakeholder group	Stakeholder/s	Frequency	Intent	Outcomes and opportunities
Councils	▸ TRC ▸ GRC	TRC: scheduled for every two months as a minimum and on an as-needed basis GRC: initial meeting and on an as-needed basis thereafter (as requested by GRC)	To discuss the Queensland offsets program, seek regional alignment and explore opportunities for collaboration	Positive engagement and ongoing alignment of strategic priorities
Conservation groups	▸ Healthy Land and Water ▸ Queensland Trust for Nature ▸ Local community stakeholders	One-off meetings held to date and on an as-needed basis moving forward	To discuss the Queensland offsets program, seek alignment with any conservation initiatives and explore opportunities for collaboration	Positive engagement and ongoing alignment of strategic priorities Positive engagement and ongoing alignment of local priorities
CCCs and EIS workshops	▸ Community representatives	As scheduled by the Project	To discuss the Queensland offsets program and understand any local stakeholder concerns and/or priorities	Information, awareness, and consultation associated with the revised draft EIS
Traditional Owners	▸ BNTAC	One-off meetings held to date and on an as-needed basis moving forward	To discuss the Queensland offsets program, seek alignment with local, cultural priorities, and explore synergies and opportunities for Traditional Owners	Early BNTAC priorities discussed 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 Queensland offsets program and explore research opportunities	Research priorities identified and projects outlined

6.6.12 Social impact engagement summary

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

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

Stakeholder input to identifying social impact opportunities and impacts was sought through stakeholder meetings and community workshops during the SIA process, meetings with government agencies and councils, and ARTC's engagement with directly impacted landowners. The details of SIA-specific consultation on proposed management measures are reported in Appendix E: Consultation Report, Section 5.11.

Targeted engagement was undertaken to develop the SIA, and includes:

- A community survey with residents in the Queensland local government areas through which Inland Rail would pass
- Meetings with TRC and GRC managers to discuss community concerns, potential social impacts and benefits, and mitigation and management measures
- Discussions with community members including landowners and members of community groups as part of seven community information sessions (at Yelarbon, Inglewood, Millmerran, Brookstead, Southbrook, Pittsworth and Gowrie)
- Workshops with community organisations and government agencies to discuss social infrastructure access and community concerns about the Project
- Presentations to the IDDCCC and SDDCCC to provide information the SIA process and key issues being assessed, and understand committee members' concerns about social and environmental impacts
- Meetings and interviews with Traditional Owners
- Meetings with organisations representing businesses in affected communities
- Meetings with the OCG
- Workshops with government departments to discuss preliminary findings and mitigation measures.

The outcomes of this engagement have been detailed in Appendix X: Social Impact Assessment. This report has considered the results of public and agency submissions to the draft EIS, and the results of ARTC's continued engagement with landowners, community members, local councils and government agencies regarding SIA findings and mitigation and enhancement strategies.

Table 6-16 outlines the stakeholder concerns and where they have been addressed in the SIA.

TABLE 6-16 HOW STAKEHOLDER CONCERNS ARE ADDRESSED IN THE SIA

Stakeholder input/concern	SIA section reference/s	
Stakeholder engagement		
The ongoing need for all community stakeholders to access timely and accurate information about the Project, opportunities and potential impacts	8.2	
Recognition of Indigenous community interests	8.2.4	8.3.3
Need for ongoing cooperation with landowners to mitigate impacts	7.1.2	8.2.4
Minimise impacts on the amenity of local towns and landowners	8.5.6	
Ongoing consultation with councils and Queensland Government agencies regarding road network planning, social infrastructure, economic development, and impacts on local amenity, character, and community cohesion	8.2.4	8.5.6
Workforce management		
Skill the local workforce for Project jobs, including access to job readiness programs, and ensure access to employment for local people	8.3.1	8.3.3
Awareness of labour draw from local business and organisations	8.3.4	8.7
Housing and accommodation		
Minimise or avoid non-resident workforce accommodation impacts, including service access (police, ambulance, health) and infrastructure (sewerage, water supply)	8.4.4	
Avoid impacts on local access to housing due to workforce demands, given the stress in the rental housing market	8.4.2	8.4.4
Realise the potential benefits of non-resident workforce accommodation to local businesses	8.6.5	
Potential for workforce accommodation facilities to remain as a legacy	8.4.2	8.4.5
Community wellbeing		
Be aware of potential for fragile mental health in dealings with stakeholders	8.5.3	
Manage workers' behaviour to avoid impacts on community values	8.3.5	
Need for cooperation with QPS and emergency services to address increased demands for services and changes to access routes	8.5.1	

Stakeholder input/concern	SIA section reference/s	
Opportunity to improve digital connectivity in communities within Goondiwindi local government area	7.4.9	
Ensure local communities benefit as the result of Project legacies	8.3.1 8.6.3	8.5.6 7.4.9
The need for measures to reduce non-resident worker demands on local health services	8.3.6	8.5.1
Local business and industry		
The need for early capacity building to ensure local businesses benefit from Project opportunities, including time for local businesses to plan for/'gear up' for Project opportunities	8.6.3	
Involvement of local, young, and migrant workers from Toowoomba local government area in training and employment	8.6	
Protection for the rights of small businesses engaged by major contractor	8.6.3	
Potential for engagement of social enterprises in the supply chain	8.2.4	8.6.3
Ensure local business can benefit from Project supply opportunities/set targets for local and Indigenous business participation	8.6.3	

Chapter 17: Social Section 17.6 provides details on the Social Impact Management Plan (SIMP) which was developed to enhance Project benefits and opportunities, including providing an outline of the objectives, outcomes and measures for mitigation of social impacts, and measures. ARTC will review changes to the design or construction methodology that have potential to change social impacts and, if a material change in impacts is foreseen, the SIMP measures will be revised to address the change in social impacts.

ARTC will develop further detail in the SIMP as part of the detailed design stage. This will include engagement with the contractor and stakeholders, as identified in the SIMP sub-plans, to review the measures outlined in the SIMP, the responsibilities of each party, implementation plans, timing and performance monitoring. This will inform the implementation of SIMP measures and ARTC's social performance program delivery.

6.6.12.1 Non-resident workforce accommodation

ARTC has identified two properties suitable for temporary non-resident workforce accommodation facilities (camp) near Yelarbon and Inglewood, with a third Millmerran-based location to be determined during detailed design by ARTC. During August and September 2021, community information sessions were held in Yelarbon, Inglewood and Millmerran.

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 and TRC (ongoing).

Each session covered a high-level presentation on:

- What accommodation facilities are likely to include
- Key considerations of the camps, including impact on surrounding communities (recreation, sewerage treatment, access to drinking water and medical facilities)
- Possible locations identified in the revised draft EIS.

The final camp arrangements will be finalised by ARTC. The SIA has been updated to reflect engagement to date and issues to be further considered in the Workforce Accommodation Plan. Key issues for each location are described in Appendix X: Social Impact Assessment, and for each of the following locations include:

Yelarbon

- Antisocial behaviour management
- Local businesses need to benefit
- Supportive of camp and benefit
- Legacy opportunity

Inglewood

- Operations opportunities
- Legacy benefit
- Volume of traffic and noise
- Privacy
- Master planning
- Impact of medical services
- Antisocial behaviour management
- Bring families and facilities to town (e.g. bus service)
- Policing numbers
- Aesthetics
- Proximity to town = benefits to local businesses

Millmerran

- Roads and traffic management
- Emergency services impacts
- Flooding
- Community connectedness
- Site selection
- Proximity to town which benefits local businesses
- Consultation on location.

Consultation with GRC regarding connection to drinking water and sewerage for the Inglewood location was undertaken throughout 2023. ARTC will continue to work with GRC and the landowner to finalise suitable options for these issues, which includes at-property waste treatment and the installation of a bore. All community concerns raised during consultation will be considered further by ARTC in their workers' camps strategies. Additional community engagement will continue closer to decision making of final locations. Outcomes of the engagement with GRC and TRC, as well as details of all community sessions is provided in Appendix E: Consultation Report, Section 5.11.6.

6.6.13 Economic impact engagement summary

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 businesses and the economic implications of the Project on individual businesses. Appendix E: Consultation Report, Section 5.12 outlines engagement outcomes with key regional businesses, including changes to Project design to minimise impacts to the following businesses:

- GrainCorp (Yelarbon, Yandilla, Brookstead and Yarranlea locations)
- DA Hall & Co, poultry and piggery operations
- Feedlots in Kurumbul, Whetstone, Bringalily and Millwood
- Vary Agricultural Services
- Millmerran Power.

Landowner consultation indicated that business operations where acquisition would result in the closure or relocation of the business or retirement of the business owner in TRC included:

- One cattle grazing property south of Millmerran and a second in Yarranlea
- One transport business near Pittsworth and a second near Southbrook
- One welding business in Umbiram
- One cropping farm and one grazing operation in Athol.

Based on ARTC's consultation with landowners, ARTC does not currently anticipate land acquisition that would result in the closure of any businesses in the Goondiwindi local government area.

Grazing and farm businesses

Engagement with the farming and grazing sectors has identified that impact to these business owners varies according to the location of the properties, and may include reduction in the area of productive land, severance of landholdings and reduced ability to move machinery, stock and supplies across the railway corridor. 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.

Temporary disruptions of access to landholdings and/or business operations during construction will result in alternative access arrangements provided for all properties.

ARTC will work with individual landowners to accommodate the continuation of current property management activities and access across properties, where possible, in its 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.

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 tourism-oriented businesses 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. Specific engagement with accommodation providers will be ongoing.

Tourism establishments within 500 m of the Project footprint (where noise impacts are possible) are the Oasis Hotel in Yelarbon, Pittsworth Motor Inn, and the Brookstead Hotel. A homestay near Inglewood may also be affected by noise, and consultation with this stakeholder will be ongoing. Further engagement with these impacted stakeholders will be undertaken. Noise barriers are proposed in each location to avoid the potential for noise exceedances to affect tourism establishments, and further details and mitigation measures are outlined in Appendix X: Social Impact Assessment, Section 7.5.

Impact to other businesses along the alignment:

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

- Yelarbon One Stop Shop and Service Station
- Yelarbon Post Office
- Yelarbon Sawmill
- Caltex Pampas, Pampas
- The Brookstead Store and Post Office, Brookstead
- 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.

Engagement with TRC and GRC regarding the economic implications of the Project and the businesses listed above, has been conducted through the SIA process (refer to Appendix X: Social Impact Assessment, Sections 6.6.3 and 7.5.4). Consultation with councils informing the SIA is detailed in Appendix E: Consultation Report, Section 5.12. Engagement outcomes have informed Appendix Y: Economic Impact Assessment.

6.6.14 Resource management (soil and spoil) engagement summary

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.

6.6.14.1 Waste management engagement summary

In the TRC area, 14 waste management facilities have been consulted and expressed interest in a commercial arrangement for waste management, and to continue discussions as the Project evolves to detailed design. In the Goondiwindi shire, three waste facilities have been consulted and expressed interest in taking waste from the Project.

The outcome of this engagement has informed early works planning and is reflected in this revised draft EIS. These commercial businesses and private landowners have expressed interest in taking or providing materials during construction and, while negotiations are at an early stage, ARTC will provide ongoing engagement to ensure these suppliers are actively informed at every stage of the Project. Details of waste management facilities contacted, and the outcomes of these discussions, are outlined in Appendix E, Section 5.16.

6.6.14.2 Borrow pits engagement summary

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 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 has 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 provided in Appendix E: Consultation Report, Section 5.14.2.

6.6.14.3 Millmerran alternate alignment engagement summary

Following ongoing consultation with local businesses and community, an alternate alignment has been proposed to minimise impacts to a key agribusiness in the Millmerran area. The Millmerran Alternate Alignment (MAA) will reduce potential impacts on a major regional business and employer for the Millmerran 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:

- Removal of two active level crossings, increasing safety benefits for the community, which is 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 business infrastructure

- 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
  - avoids direct impacts to future planned infrastructure
- The access road for the piggery infrastructure (Lindenmayer Road) no longer requires a level crossing, eliminating any direct impacts to associated traffic for future operations.

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 stage.

In the Millmerran area, it has also been identified that the Project footprint may impact future plans for the Millmerran Power Project Partners. Details on this stakeholder engagement can be found in Appendix E: Consultation Report, Section 5.15.

6.6.15 Whetstone Material Distribution Centre engagement summary

ARTC has identified a need for a material distribution centre (MDC) to support future construction activities, installation of ballast, concrete sleepers, rail and turnouts for the Project. The Whetstone MDC is located within the Goondiwindi local government area and is an ideal location as it has direct access to the existing Queensland Rail Southwestern Line at Whetstone and the Cunningham Highway.

As part of the assessment process, ARTC consulted with adjacent landowners to the facility, local councils and their respective economic development representatives, interagency meeting members, accommodation providers, Traditional Owners and elected representatives to seek feedback on the proposal. Key issues identified by stakeholders during this engagement include:

- Housing and accommodation availability
- Noise management
- Traffic and transport management.

Key areas of concern for GRC include:

- Road management and enhancement requirements for Whetstone Access Road
- Waste management
- Complaints management.

Preliminary feedback from the Traditional Owners representatives (BNTAC) include:

- Interest in employment and business opportunities
- Interest in approval pathways and environmental surveys
- Interest in naming rights to the site, including designing signage
- Concerns about the impact on the Macintyre Brook including impact on fish stock, recreational use and water management.

During consultation with accommodation providers, it was determined that many of the providers would have capacity to absorb the small-scale of demand expected from establishment of the MDC, with sufficient advance notice.

ARTC will undertake ongoing consultation with all stakeholders including BNTAC, local councils, accommodation providers and adjacent landowners about noise, traffic management, housing, employment, and the impact on land and waterways, as the Project progresses through detailed design.

6.7 Future consultation

Future consultation will be critical to key stakeholders and the community understanding the Project, what has changed as a result of their feedback, and the various steps after the EIS stage—from construction through to commissioning and operation.

6.7.1 Public notification of the revised draft EIS

During the revised draft EIS public notification period stakeholders are invited to make formal submissions to raise concerns or issues with the information presented. This process will replicate the public consultation process undertaken in 2021, when the draft EIS for the B2G Project was on public notification between January and May 2021. ARTC will actively support this engagement, using a wide range of communication tools and activities such as static displays, information sessions and one-on-one meetings with key stakeholders. ARTC will seek to ensure that all key stakeholders, affected landowners and interested community members are provided an opportunity to review, assess and provide informed feedback on matters of interest relevant to the Project. Further details of the public notification engagement plan are outlined in Appendix E: Consultation Report, Section 7.1.1.

6.7.2 Ongoing stakeholder engagement program

Following the EIS stage, ARTC will uphold the engagement and consultation commitments, as the Project transitions through the detailed design, construction and operation stages. A comprehensive stakeholder engagement program will be developed, in accordance with the final Outline Environmental Management Plan (OEMP) and the SIMP, to support two-way communication with all stakeholders impacted by the Project construction and operation.

The future stakeholder engagement program will also provide timely updates about the progress and status of the Project through various communication tools, including traditional and digital methods used during the EIS consultation. Future 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 and agencies
- Establishing contact with other key stakeholders if new issues arise
- Disseminating information to, and having discussions with, stakeholders on key issues raised
- 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.

Future engagement during construction will also include the establishment of a:

- Community reference group (CRG)
- Community relations monitor
- Community liaison officer.

More details on these three roles are available in Appendix E: Consultation Report, Section 7.1.2.

The objectives and desired outcomes of the future engagement program, for construction is outlined in Table 6-17. Opportunities will also be provided for stakeholder input and feedback during detailed design.

TABLE 6-17 STAKEHOLDER ENGAGEMENT OBJECTIVES DURING CONSTRUCTION

Consultation stage	Objective	Outcomes
Project construction Engagement during construction	▸ Communicate construction activities in a timely, clear and proactive way with stakeholders, including local businesses, residents, road and public transport users about construction works	▸ 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

Consultation stage	Objective	Outcomes
Project completion Engagement handover to operations	▸ Support the transition from major works delivery to operation ▸ Engage with and provide notice, including direct contact where required, to residents and local businesses about Inland Rail operations	▸ Community and stakeholders are aware of the Project's completion and understand how the new rail line will operate ▸ Community 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

Community and Stakeholder Engagement Management Plans (CSEMP) will be developed for construction and operation, with consideration to the ongoing community engagement requirements outlined in the SIMP detailed in Appendix X: Social Impact Assessment, Section 8.2.

The construction stage CSEMP will 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 that may experience exceedances of the Project's construction 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 effects of Project works on road, rail, and pedestrian and cycle network operations, in advance of their commencement
- Engagement with government agencies to 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 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 the Department of Youth Justice, Employment, Small Business and Training (formerly 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 final OEMP, CEMP and SIMP
  - quarterly construction updates, including detailed explanations of upcoming activities, workforce ramp-up and stakeholder engagement mechanisms
  - complaints and feedback mechanisms.

Further details of engagement are provided in Appendix E: Consultation Report, Section 7.

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) the following:

- Community update newsletter (e-News)
- Stakeholder meetings and briefings
- Works notifications
- Letters
- Newsletters
- E-news
- Fact sheets
- Website and email blasts
- Project free-call telephone line and email address
- Advertisements.

6.7.3 Engagement responsibilities during detailed design, construction and operation

This section outlines the engagement actions that ARTC will undertake during detailed design, construction and operational stages. CSEMPs will be prepared for construction and operation to guide the provision of 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 to monitor the success of engagement and identify issues to be addressed as part of implementing the Project's environmental management strategies.

Table 6-18 outlines the stakeholder engagement mechanisms and responsibilities for each stage of the Project as it moves from reference design, through detailed design and into construction and operation.

TABLE 6-18 FUTURE ENGAGEMENT RESPONSIBILITIES

Stage	Engagement mechanism	Responsibility
Detailed design	Provide communications collateral (website updates and fact sheets) 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, the Darling Downs and West Moreton Primary Health Network, DCHDE, and the owners of community facilities that would be affected by noise during the detailed design stage 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
	Engagement will continue at a local and regional level, including with the 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 (TMR) is appointed and seek landowner input for ARTC to advise TMR of landowners' wishes identified in engagement to date	ARTC
	Undertake engagement with directly affected landowners regarding land acquisition process and compensation arrangements	TMR and ARTC
	Cooperation with Traditional Owners in cultural heritage management	ARTC
	Establish and operate the CRG/s, including provision of public access to CRG minutes where appropriate	ARTC
Construction	Provide oversight and monitoring roles to ensure consultation activities are delivered in accordance with EIS mitigations and relevant approval conditions. This includes the establishment of a CRG and the provision of a Community Relations Monitor and a Community Liaison Officer	ARTC

Stage	Engagement mechanism	Responsibility
	Maintain communication between stakeholders and ARTC including: ▸ 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 construction stage	ARTC and contractor
	Engagement will continue at a local and regional level, including with the 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
	Implement a CSEMP that: ▸ 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 establishing community initiatives, partnerships and legacy proposals ▸ Is reviewed and updated regularly.	ARTC and Contractor
	Establish and implement a complaints and enquiries process, which is consistent with ARTC's Complaints Management Handling Procedure 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: ▸ 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: ▸ 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 to 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 stage	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

Stage	Engagement mechanism	Responsibility
Operation	ARTC will manage relationships with key local stakeholders, such as councils and community members with regard to road–rail interfaces where required, and management of complaints regarding operational impacts such as railway noise	ARTC
	ARTC will maintain engagement with QPS, QFES and QAS with respect to emergency response protocols, response readiness and road–rail safety campaigns	ARTC
	ARTC will develop and implement a CSEMP for the first 3 years	ARTC

6.7.4 Receiving and resolving stakeholder concerns

During the construction the Project, ARTC will manage impacts under the final OEMP and the SIMP including a CSEMP. An updated SIMP and CSEMP will be in place for the first three years of operation.

Responses to complaints during construction, 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.

6.7.5 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.

Legacy benefits

To date, some examples of the Project's legacy benefits include:

- Increased local skills and business capacity through the provision of training and employment opportunities, the Inland Rail Skills Academy 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.

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 (such as upgrading the amenity of the Yelarbon rest stop) 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 facilities to be left in place for their legacy value to property owners, businesses, or community members. This would be determined as part of ongoing engagement with local stakeholders.

Stakeholders' other suggestions for positive legacies, which 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 local government area, 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 are outlined in Appendix X: Social Impact Assessment, Section 7.4.9.