



Adani Mining Pty Ltd

NORTH GALILEE BASIN RAIL PROJECT

Additional information to the Environmental Impact Statement

Appendix I Revised public consultation

April 2014

This North Galilee Basin Rail Project public consultation report (“the Report”) has been prepared by GHD Pty Ltd (“GHD”) on behalf of and for Adani Mining Pty Ltd (“Adani”) in accordance with an agreement between GHD and Adani.

The Report may only be used and relied on by Adani for the purpose of informing environmental assessments and planning approvals for the proposed North Galilee Basin Rail Project (“the Project”) and may not be used by, or relied on by any person other than Adani.

The services undertaken by GHD in connection with preparing the Report were limited to those specifically detailed in the Report.

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Executive summary

This consultation report outlines the public consultation process implemented for the North Galilee Basin Rail Project (NGBR Project) Environmental Impact Statement (EIS) and Additional Information to the Environmental Impact Statement (AEIS).

GHD's team has supported Adani in undertaking all public consultation for the EIS, in accordance with Section 3.7 of the NGBR Project Terms of Reference (TOR) and as per Section 2.5 of Preparing an environmental impact statement: Guideline for proponents. Public consultation activities have also been implemented to align with requirements for the Social Impact Assessment (SIA) and other components of the EIS.

Consultation for the NGBR Project EIS was primarily undertaken in two rounds. The first round occurred over June, July and August 2013 and focused on the description of the NGBR Project and the draft TOR. The second round occurred in January 2014 and coincided with the public display period for the NGBR Project EIS. Accordingly, the purpose of this second round was to present and consult on the draft EIS.

A preliminary stakeholder list was developed through desk-based research and analysis of existing information materials. This list was subject to ongoing refinement throughout the consultation process, with input from Adani and other NGBR Project stakeholders.

Communication materials were developed to provide stakeholders with information about the NGBR Project, to help facilitate the two-way flow of information between the NGBR Project team and stakeholders and to record all feedback. These materials included:

- NGBR Project factsheet and posters
- 1800 free call telephone information line
- NGBR Project email address
- Community feedback forms
- Project webpage
- Paid advertising
- PowerPoint presentations
- Landholder information packs.

Consultation activities including meetings, briefings, community information sessions and interviews were held with NGBR Project stakeholders.

The stakeholder feedback from the consultation process identified potential environmental, social and economic impacts and benefits of the NGBR Project.

Key themes raised throughout the consultation program are broadly categorised as follows:

- Support for NGBR Project due to related economic benefits for the Whitsunday Regional Council (WRC) and Isaac Regional Council (IRC) local government areas (LGAs)
- Opportunities for workforce training programs and local procurement programs in readiness for the NGBR Project
- Increase in housing availability and improved housing affordability due to the recent downturn in the mining sector

- A sustainable mix of fly-in/fly-out (FIFO) workforce and local workforce
- Environmental impacts of the NGBR Project, notably air quality, flooding and water quality
- Support for Adani to provide a rail line with potential for third-parties to utilise the railway infrastructure to transport coal to the Port of Abbot Point
- Impacts on landholders specifically land fragmentation, potentially impacting agricultural land and infrastructure and property values
- Concerns about the cumulative impacts of resource projects on the region's roads, notably increased construction-related traffic and public safety concerns, road deterioration, new rail crossings and wait times, driver fatigue risks associated with a DIDO workforce, and emergency service response times.
- Support for Adani to have a long term presence in the WRC and IRC LGAs through investment in local towns, business and community life.

These issues, potential impacts and benefits informed the NGBR Project EIS and were incorporated into technical studies as part of the EIS process.

Following publication of the NGBR Project EIS in December 2013, further consultation occurred with the State government and resource companies regarding mining and resource tenement interests traversed by the NGBR Project. The NGBR Project realignment was identified to accommodate requests to minimise known/potential sterilisation of coal resources and/or encroachment on existing mining tenements.

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Terms and abbreviations

Terms and abbreviations	Definition
APSDA	Abbot Point State Development Area
CEO	Chief Executive Officer
CG	Coordinator-General
CQ	Central Queensland
DAFF	Department of Agriculture, Fisheries and Forestry
DATSIMA	Department of Aboriginal and Torres Strait Islander and Multicultural Affairs
DCCDS	Department of Communities, Child Safety and Disability Services
DCS	Department of Community Safety
DEHP	Department of Environment and Heritage Protection
DETE	Department of Education, Training and Employment
DEWS	Department of Energy and Water Supply
DHPW	Department of Housing and Public Works
DNPRSR	Department of National Parks, Recreation, Sport and Racing
DNRM	Department of Natural Resources and Mines
DIDO	Drive-in / drive-out
DSDIP	Department of State Development, Infrastructure and Planning
DotE	Department of the Environment
DTMR	Department of Transport and Main Roads
DTOR	Draft Terms of Reference
EIS	Environmental Impact Statement
EMP	Environmental Management Plan
EP Act	Environment Protection Act 1994
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
FIFO	Fly-in / Fly-out
Final NGBR Project footprint	The final rail corridor and all ancillary activities
Final rail corridor	A nominally 100 m wide corridor for the length of the NGBR Project, narrowing to a nominal 60 m width for the NGBR Project realignment.
GP	General Practitioner

Terms and abbreviations	Definition
IAP2	International Association of Public Participation
IAS	Initial Advice Statement
IRC	Isaac Regional Council
MOU	Memorandum of Understanding
NGBR Project	North Galilee Basin Rail Project
NQBP	North Queensland Bulk Ports
OESR	Office of Economic and Statistical Research
PCYC	Police and Citizens Youth Club
QAS	Queensland Ambulance Service
QFRS	Queensland Fire and Rescue Service
QLD	Queensland
QPS	Queensland Police Service
QR	Queensland Rail
SEIS	Supplementary Environmental Impact Statement
SIA	Social Impact Assessment
TAFE	Technical and Further Education
TOR	Terms of Reference
WMP	Workforce Management Plan
WRC	Whitsunday Regional Council

1. Introduction

1.1 Project overview

Adani Mining Pty Ltd (Adani) proposes the construction and operation of the North Galilee Basin Rail Project (NGBR Project), a multiuser, standard gauge, greenfield rail line that will transport coal from mines in the northern Galilee Basin to the Port of Abbot Point. The NGBR Project is approximately 310 km in length and connects the proposed Carmichael Coal Mine and Rail Project's east-west rail corridor, approximately 70 km east of the Carmichael Mine in the vicinity of Mistake Creek, with supporting infrastructure at the Port of Abbot Point (refer Figure 1-1). The NGBR Project will have an operational capacity of up to 100 million tonnes per annum (mtpa) of coal product expected to be sourced from both Adani and third-party mines in the northern Galilee Basin. Key features of the NGBR Project include:

- Approximately 310 km of standard gauge, bi-directional rail track located within a nominal 100 m wide rail corridor, narrowing to 60 m width in the vicinity of the NGBR Project realignment (the final rail corridor)
- A rail maintenance access road running parallel to the rail track for approximately 310 km and wholly within the final rail corridor
- Eight passing loops, each 4.3 km in length
- Signalling infrastructure
- Approximately 3.3 km of fill greater than 15 m in depth and approximately 2.1 km of cut greater than 15 m in depth
- At-grade and grade separated road, rail, stock and occupational crossings
- Bridge and culvert structures at major waterways and drainage lines, and various other longitudinal and cross drainage structures
- A rolling stock maintenance facility near the Port of Abbot Point including provisioning line, train maintenance line, wagon and locomotive service sheds, wash bay and queuing line
- Five temporary accommodation camps for construction workers
- A temporary construction depot at the southern end of NGBR Project (proposed as part of the Carmichael Coal Mine and Rail Project)
- Temporary construction yards, concrete batching plants, bridge and track laydown areas and heavy vehicle turning circles.

During construction, quarries and borrow pits within acceptable haulage distances will be required to provide a cost effective source of fill, gravel, aggregate and ballast. The number and location of borrow pits and quarries will be investigated further during detailed design and each may require screening and crushing plants to process material.

1.2 Purpose of the report

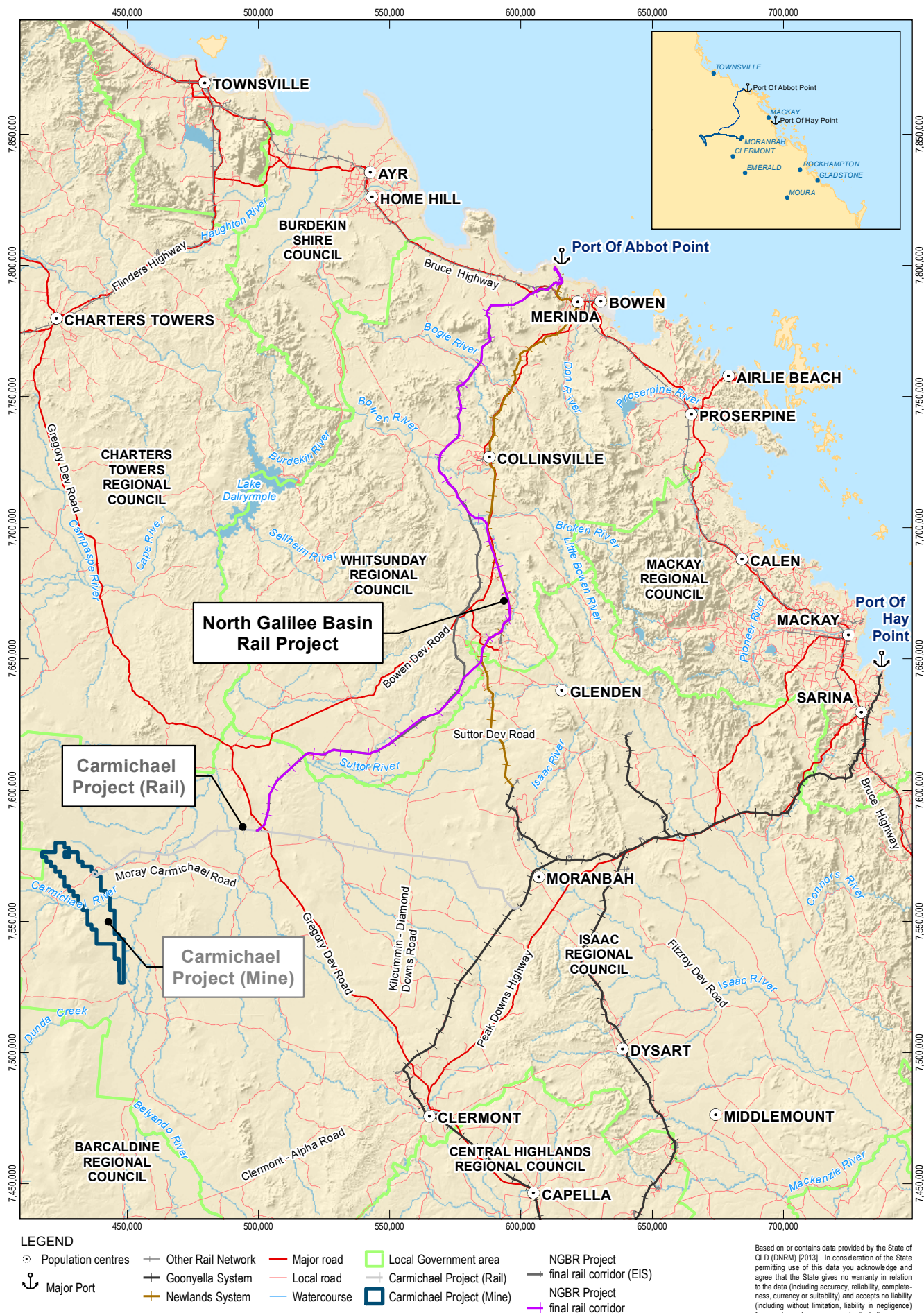
This report outlines the public consultation process undertaken as part of the NGBR Project Environmental Impact Statement (EIS).

This report was prepared in accordance with the Terms of Reference (TOR) for the NGBR Project. A table that cross-references the contents of this report and the TOR is included as Volume 2 Appendix F Revised terms of reference cross-reference.

Consultation for the NGBR Project EIS was primarily undertaken in two rounds. The first round occurred over June, July and August 2013 and focused on the description of the NGBR Project and the draft TOR. The second round occurred in January 2014 and coincided with the public display period for the NGBR Project EIS. Accordingly, the purpose of this second round was to present and consult on the draft EIS.

Following publication of the draft EIS, further consultation occurred with the State government and resource companies regarding mining and resource tenement interests traversed by the NGBR Project (refer Section 3.4). The NGBR Project realignment was identified to accommodate requests to minimise known/potential sterilisation of coal resources and/or encroachment on existing mining tenements.

The public display period for the NGBR Project EIS occurred between 16 December 2013 and 11 February 2014. A total of 46 submissions were received on the NGBR Project during this period. Formal submissions received on the NGBR Project EIS are outside the scope of this report. A summary of key issues raised in submissions on the NGBR Project EIS and responses to each issue is provided in Volume 1 Additional information to the Environmental Impact Statement, whereas a detailed register of submissions and a response to each submission is provided in Volume 2 Appendix A Submissions register.



1:2,000,000 (at A4)
0 10 20 30 40 50
Kilometres
Map Projection: Universal Transverse Mercator
Horizontal Datum: Geocentric Datum of Australia (GDA)
Grid: Map Grid of Australia 1994, Zone 55



Adani Mining Pty Ltd
North Galilee Basin Rail Project AEIS

Job Number 41-26457
Revision B
Date 28 Feb 2014

Project location

Figure 1-1

G:\41\26457\06 GIS\Maps\MXD\0001_Overview\41_26457_0017_rev_b.mxd

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Data Sources: © Commonwealth of Australia (Geoscience Australia); Population centres, Railways, Watercourses (2007); DNRM: LGA, (2011), Hillshade (2009); DMR: State Roads (2008); DME: EPC1690 (2010), EPC1080 (2011); Adani: Option 9 Rev1 Final rail corridor (2014), NGBR 100m Corridor Option 6 Rev2/2013, Carmichael Project (Rail) (2012). Created by: AJ

2. Methodology

2.1 Aim and objectives

The aim of the consultation program was to inform stakeholders, including the broader community about the NGBR Project and the EIS process, actively seek stakeholder involvement in the environmental impact assessment process and report on how this input was considered in the NGBR Project EIS.

The following four objectives supported this aim:

- Establish an open two-way exchange of information, designed to meet community, government and Adani's requirements in achieving a transparent, meaningful and appropriate consultation processes.
- Communication of detailed NGBR Project information, in an easy to interpret, format
- Facilitate opportunities for local and regional communities, and other stakeholders to identify issues, impacts and possible mitigation measures to be documented for consideration as part of the EIS
- Build community understanding and support of the EIS process.

2.2 Consultation plan

In accordance with Section 3.7 of the TOR, a Consultation Plan (the Plan) was developed to guide effective and timely delivery of EIS consultation activities. The Plan included:

- The types of activities to be undertaken
- Timing of activities
- Identification of key stakeholder and community representatives
- Integration with other EIS activities and the NGBR Project development process
- Consultation responsibilities
- Communication protocols
- Reporting and feedback arrangements
- How results of consultation will be considered by the proponent and integrated into the EIS process.

2.3 Consultation approach

The core values and principles of the International Association of Public Participation (IAP2) guided the consultation approach. The IAP2 has developed a tool to define the level of public participation as a spectrum beginning with inform, moving to consult, involve, collaborate and empower (Figure 2-1). The level of participation for the NGBR Project was influenced by stakeholder groupings and included the inform, consult and involve stages of the spectrum.

Figure 2-1 IAP2 Public Participation Spectrum

North Galilee Basin Rail Project EIS					
	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 and/or solutions.	To obtain public feedback on analysis, alternatives and/or decision.	To work directly with the public throughout the process to ensure that 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 to and acknowledge concerns and provide feedback on how public input influenced the decision.	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 influenced the decision.	We will look to you for direct advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
EXAMPLE TOOLS	<ul style="list-style-type: none"> • Fact sheets • Websites • Open houses 	<ul style="list-style-type: none"> • Public comment • Focus groups • Surveys • Public meetings 	<ul style="list-style-type: none"> • Workshops • Deliberate polling 	<ul style="list-style-type: none"> • Citizen Advisory committees • Consensus-building • Participatory decision-making 	<ul style="list-style-type: none"> • Citizen juries • Ballots • Delegated decisions

Source: IAP2 2013

Stakeholders were informed using a range of communication materials including fact sheets, landholders information packs, letters and the Adani website. Stakeholders were consulted and involved through face-to-face meetings, workshops, briefings, and public information sessions.

These were supported by feedback mechanisms through which stakeholders and community members could provide comment, such as feedback forms and NGBR Project specific contact channels (1800 telephone line and email address).

Representatives of NGBR Project team participated in key meetings and briefings. This enabled the two-way exchange of information between the NGBR Project team and stakeholders, and gave Adani valuable insight into stakeholder perceptions, concerns and interests (refer to Figure 2-2).

Figure 2-2 An Adani representative consulting with attendees at Moranbah Community Information Session, 23 July 2013



2.4 Stages of consultation

The public consultation process commenced in early 2013 and has been aligned to coincide with the following EIS milestones:

- Stage One: EIS commencement including release of the Initial Advice Statement (IAS) and draft TOR
- Stage Two: EIS development
- Stage Three Release of draft EIS
- Stage Four: AEIS evaluation and finalisation.

The sequencing of consultation undertaken at each stage of the NGBR Project EIS and AEIS is shown in Table 2-1. Section 3 of this report provides full details of consultation and communication methods.

Table 2-1 Sequencing of consultation activities

STAGE	Q1 2013	Q2 2013 – Q4 2013	Q4 2013 – Q1 2014	Q2 2014
	STAGE ONE Commencement of EIS process	STAGE TWO EIS development	STAGE THREE Public exhibition of EIS	STAGE FOUR Evaluation and EIS finalisation
Consultation Activities	Stakeholder identification Conduct preliminary scoping of potential issues Review of project information Prepare Consultation Plan Prepare information materials Government agency consultations	Community information sessions Distribution of NGBR Project information materials (factsheets and information packs) NGBR Project briefings and focus group meetings Manage NGBR Project free call telephone information line, email address, post, and stakeholder database Respond to stakeholder comments in a timely manner Analyse stakeholder comments to inform EIS investigations Social impact assessment consultation activities	Promote public exhibition period including public displays and community information sessions Coordinate and manage public submissions Analyse public submissions and draft responses	Close out activities Consultation evaluation
Ongoing stakeholder consultation and monitoring of feedback				
Regulatory Deliverables	Consultation Plan aligned with NGBR Project TOR	Public consultation report for EIS	NGBR Project AEIS	NGBR Project AEIS

2.5 Integration with EIS technical studies and assessments

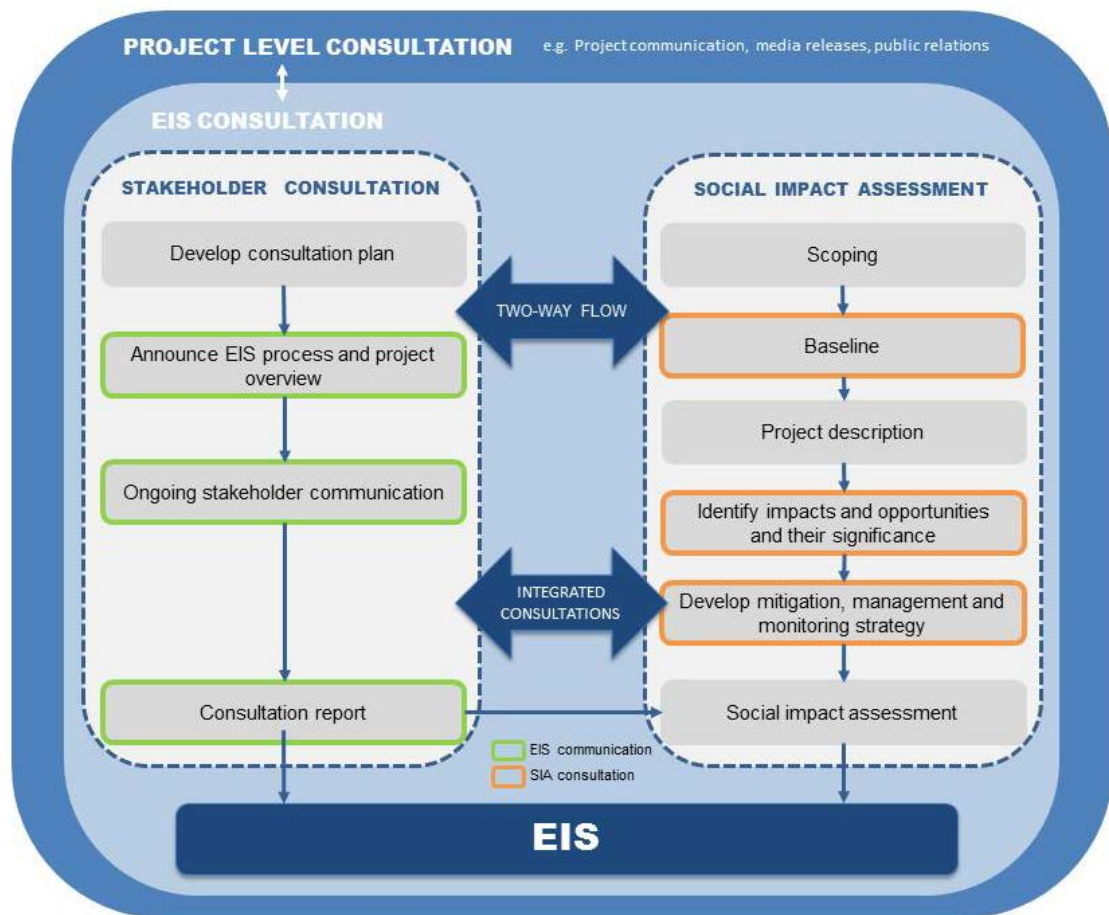
Consultation was undertaken with a number of stakeholders, including state agencies and local councils to inform the technical components of the EIS (refer Section 3.4). More specifically, targeted consultation was undertaken to inform components of the social impact assessment (SIA) including the social baseline study, identification of impacts and development of appropriate management strategies (refer Section 3.3).

Of particular significance to the consultation approach was the integration of the SIA and other EIS consultation activities in order to:

- Avoid potential duplication and consultation fatigue amongst stakeholders involved in both the broader EIS consultation and social research for the SIA
- Enable the EIS consultation and SIA processes to inform each other on the basis of information gathered from stakeholders.

Figure 2-3 depicts the integration of EIS and SIA consultation processes.

Figure 2-3 Links between EIS and SIA consultation



2.6 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 2013). A preliminary stakeholder list was developed through desk-based research and analysis of existing information materials. This list was subject to ongoing refinement throughout the consultation process, with input from Adani and other NGBR Project stakeholders.

Stakeholders identified for the NGBR Project included Commonwealth, state and local government representatives, potentially affected landowners, local businesses, industry representatives, environmental groups, community groups, education and training providers, media and surrounding communities. The stakeholders informed or consulted for the NGBR Project are detailed in Table 2-2.

Table 2-2 NGBR Project key stakeholders

Stakeholder category	Representatives
Commonwealth government	<ul style="list-style-type: none"> Department of the Environment (DotE) Great Barrier Reef Marine Park Authority
Elected representatives	<ul style="list-style-type: none"> Kirsten Livermore - Member for Capricornia George Christensen - Member for Dawson
Queensland government	
Departmental Ministers	<ul style="list-style-type: none"> Campbell Newman – Premier Annastacia Palaszczuk – Leader of the Opposition Tim Mulherin – Deputy Leader of the Opposition Jeff Seeney – Deputy Premier and Minister for State Development, Infrastructure and Planning Jarrold Bleijie – Attorney General and Minister for Trade Tim Nicholls – Treasurer and Minister for Trade Andrew Cripps – Minister for Natural Resources and Mines Andrew Powell – Minister for Environment and Heritage Protection Tim Mander – Minister for Housing and Public Works David Crisafulli – Minister for Local Government, Community Recovery and Resilience Glen Elmes – Minister for Aboriginal and Torres Strait Island and Multicultural Affairs Jack Dempsey – Minister for Police and Community Safety John McVeigh – Minister for Agriculture, Fisheries and Forestry John-Paul Langbroek – Minister for Education, Training and Employment Lawrence Springborg – Minister for Health Mark McArdle – Minister for Energy and Water Supply Ian Walker – Minister for Science, Information Technology, Innovation and the Arts Scott Emerson – Minister for Transport and Main Roads Steven Dickson – Minister for National Parks, Recreation, Sport and Racing Tracy Davis – Minister for Communities, Child Safety and Disability Services Jann Stuckey – Minister for Tourism, Major Events, Small Business and the Commonwealth Games

Stakeholder category	Representatives
State Elected Representatives	<ul style="list-style-type: none"> • Rosemary Menkens – Member for Burdekin • Shane Knuth – Member for Dalrymple
State government departments	<ul style="list-style-type: none"> • Department of the Premier and Cabinet • The Coordinator-General and Department of State Development, Infrastructure and Planning (DSDIP) • Department of Environment and Heritage Protection (DEHP) • Department of Natural Resources and Mines (DNRM) • Department of Transport and Main Roads (DTMR) • Department of Communities, Child Safety and Disability Services • Department of Agriculture, Fisheries and Forestry (DAFF) • Department of Energy and Water Supply (DEWS) • Queensland Health • Department of Community Safety (DCS) • Department of Education, Training and Employment • Department of Housing and Public Works (DHPW) • Department of National Parks, Recreation, Sport and Racing (DNPRSR) • Department of Aboriginal and Torres Strait Islander and Multicultural Affairs (DATSIMA) • Department of Tourism, Major Events, Small Business and the Commonwealth Games • Queensland Treasury and Trade
Government owned corporations/organisations	<ul style="list-style-type: none"> • Queensland Rail (QR) • North Queensland Bulk Ports (NQBP)
Local government	
Isaac Regional Council (IRC)	<ul style="list-style-type: none"> • Mayor: Anne Baker • CEO: Terry Dodds • Councillors • Key Council Officers
Whitsunday Regional Council (WRC)	<ul style="list-style-type: none"> • Mayor: Jennifer Whitney • CEO: Scott Waters • Councillors • Key Council Officers
Mackay Regional Council (MRC)	<ul style="list-style-type: none"> • Mayor: Deidre Comerford • CEO: Dan McKinlay • Key Council Officers

Stakeholder category	Representatives
Charters Towers Regional Council	<ul style="list-style-type: none"> Mayor: Frank Beveridge CEO: Mark Crawley
Central Highlands Regional Council	<ul style="list-style-type: none"> Manager Planning and Development Services Mining Liaison Officer
Local communities	
Directly affected landholders	<ul style="list-style-type: none"> Landholders directly affected by the NGBR Project final rail corridor (nominal 100m wide corridor)
Local residents and businesses	<ul style="list-style-type: none"> Bowen Collinsville Moranbah
Other key stakeholders	
Regional development groups	<ul style="list-style-type: none"> Whitsunday Marketing and Development Ltd Bowen Collinsville Enterprise Inc Bowen Basin Services Pty Ltd Tourism Bowen Mackay, Isaac, Whitsunday Regional Economic Development Corporation
Private infrastructure providers	<ul style="list-style-type: none"> Aurizon Pty Ltd
Emergency and health services	<ul style="list-style-type: none"> Queensland Police Service (QPS) Queensland Ambulance Service (QAS) Queensland Fire and Rescue Service (QFRS) Queensland Rural Fire Service (QFRS) Moranbah Hospital and Health Service Bowen Hospital Collinsville Hospital Bowen Medical Centre Moranbah Medical Centre
Utility service providers	<ul style="list-style-type: none"> Ergon Energy SunWater Powerlink Queensland Queensland Water Commission Telstra Optus Reef Networks North Queensland Gas Pipeline Energy Infrastructure Management Pty Ltd Aurizon Pty Ltd

Stakeholder category	Representatives
Indigenous groups and Traditional Owners	<ul style="list-style-type: none"> • Birriah People • Jangga People • Juru People • Juru People # 2 • Central Queensland Land Council
Community groups	<ul style="list-style-type: none"> • Corridor to Coast Community Group • Moranbah Traders Association • Mining Communities United • Whitsunday Housing Company Ltd and Community Rent • Whitsunday Community Services, Neighbourhood Centre • Australian Railway Historical Society • Bowen Historical Society and Museum • Collinsville Memoirs Online • Coalface Experience
Business and industry groups	<ul style="list-style-type: none"> • Proserpine Chamber of Commerce • Queensland Resources Council • AgForce
Environmental groups	<ul style="list-style-type: none"> • Greenpeace • Mackay Conservation Group • Whitsunday Catchment Landcare • Australian Conservation Foundation • Australian Marine Conservation Society • Wilderness Preservation Society
Education and training providers	<ul style="list-style-type: none"> • Bowen Employment Services and Training (B.E.S.T) • Great Barrier Reef Institute of TAFE • Bowen Basin Services
Tenement holders	<ul style="list-style-type: none"> • Barlyne Mining Pty Ltd • BNG (Surat) Pty Ltd • Bowen River Coal Pty Ltd • Brothers Mining Pty Ltd • Drake Coal Pty Ltd • Energy Minerals Pty Ltd • CH4 Pty Ltd • Conarco Minerals Pty Ltd • Xstrata Coal Queensland Pty Ltd • Byerwen Coal Pty Ltd • Endocoal Ltd • Queensland Coal Investments Pty Ltd

Stakeholder category	Representatives
	<ul style="list-style-type: none"> • Navaho Gold Pty Ltd • Drummond West Pty Ltd • Natural Resources Exploration Pty Ltd • Zamia Resources Pty Ltd • Rosella Creek Coal Pty Ltd • North Coal Pty Ltd • Pelican Creek Coal Pty Ltd • Argos (QLD) Pty Ltd • Conquest Mining Pty Ltd • Mt Coolon Gold Mines Pty Ltd • GVK-Hancock Coal Infrastructure • QCoal Pty Ltd • Basin Gold Pty Ltd • Evolution Mining • Glencore Coal Queensland Pty Ltd • Energy World Queensland Pty Ltd
Media	
Print	<ul style="list-style-type: none"> • Bowen Independent • Central Queensland News

2.7 Stakeholder management

The NGBR Project team maintain a secure stakeholder management database (www.consultationmanager.com.au) to record all consultation undertaken as a part of the EIS consultation process. The database was established in April 2013 and will be maintained throughout the EIS process and into NGBR Project construction and operations. This central database is used to record stakeholder consultation and monitor and report on enquiries, issues and team responses across all NGBR Project interfaces.

3. Overview of stakeholder consultation

3.1 Overview

The consultation process for the NGBR Project EIS and AEIS aimed to provide multiple opportunities for both targeted stakeholders and the wider community to participate and comment on the NGBR Project. Specific consultation activities and communication tools are depicted in Figure 3-1. The following sections describe these activities and tools, and supporting consultation collateral is contained in Appendices A to E.

Figure 3-1 EIS Consultation activities and communication tools



3.2 Consultation activities

3.2.1 Commonwealth government

A meeting was held with representatives of DotE to provide an overview of the NGBR Project. Table 3-1 provides details of the meeting and Section 5 includes a summary of the issues raised by DotE during the meeting.

Table 3-1 Summary of meeting with DotE

Location	Venue	Purpose	Date	Attendance
Canberra	DotE Office	NGBR Project overview	29 May 2013	5

3.2.2 State government

A State government agency briefing was held in Brisbane to coincide with the release of the DTOR in July 2013 as detailed in Table 3-2 and Table 3-3. State government agency briefings were also held in January 2014 regarding the draft EIS.

In addition to the State government agency briefing, other government consultation included:

- Regular project meetings with the Coordinator-General's Office, with delegates from other departments invited as required

- Several EIS meetings, including SIA consultation and workshops with representatives from State government.

Table 3-2 summarises state agency consultation for the NGBR Project and Section 5 includes a summary of the issues raised by state agencies during the briefings and meetings.

Table 3-2 Summary of state agency briefings and meetings

Timing	Location	Purpose	Consultation method	Attendance
23 June 2013	Coordinator-General's Office Brisbane	Meeting to discuss the DTOR	Meeting	4
1 July 2013	Coordinator-General's Office Brisbane	Meeting to discuss the DTOR	Meeting	4
11 July 2013	Coordinator-General's Office Brisbane	Meeting to confirm SIA methodology, key stakeholders study area and other considerations	Meeting	4
19 July 2013	Coordinator-General's Office Brisbane	Briefing to state agencies on the DTOR	Meeting	31
8 August 2013	DNRM Office Longreach	Meeting to discuss proposed stock route crossing treatments	Meeting	3
13 August 2013	DTMR office Mackay	Meeting to discuss Proposed road crossing treatments	Meeting	4
20 August 2013	Coordinator-General's Office Brisbane	Meeting to discuss the submissions on DTOR and finalisation of the TOR	Meeting	3
21 August 2013	Coordinator-General's Office Brisbane	Meeting to discuss NGBR Project final rail corridor through the Abbot Point State Development Area (APSDA) State Development Area Division of DSDIP	Meeting	4

Timing	Location	Purpose	Consultation method	Attendance
17 January 2014	Coordinator-General's Office Brisbane	State agency briefing on draft EIS	Meeting	33
24 January 2014	DNRM office Mackay	State agency briefing on draft EIS	Meeting	14

Table 3-3 Attendance at state agency meetings

Invited stakeholders	Attended briefing
The Coordinator-General and Department of State Development, Infrastructure and Planning	✓
Department of Environment and Heritage Protection	✓
Department of Housing and Public Works	✓
Department of Natural Resources and Mine	✓
Department of Transport and Main Roads	✓
Department of Agriculture, Fisheries and Forestry	✓
Department of Energy and Water Supply	✓
Queensland Treasury	✓
Department of Aboriginal and Torres Strait Islander and Multicultural Affairs	✓
Department of National Parks, Recreation, Sport, and Racing	✓
Department of Education, Training and Employment	✓
Queensland Police Service	✓

3.2.3 Council Briefings and Meetings

Separate NGBR Project briefings and meetings were held with IRC and WRC (refer to Figure 3-2) during the Stage One: EIS preparation phase as detailed in Table 3-4. The purpose was to:

- Inform councils of the NGBR Project and the EIS process
- Gain an understanding of the issues and opportunities currently facing the regions
- Identify the potential impacts, benefits and mitigation measures for the NGBR Project.

Briefings were also held with IRC and WRC in January 2014 regarding the draft EIS. Further details of the council briefings and meetings are provided in Section 5.

Table 3-4 Council briefings and meetings

Timing	Location	Purpose	Consultation method	Attendance
25 June 2013	IRC office Moranbah	Meeting to inform the SIA (refer to 3.3)	Meeting	7
27 June 2013	WRC office Proserpine	Meeting to inform the SIA (refer to 3.3)	Meeting	6
23 July 2013	IRC office Moranbah	Briefing IRC on the NGBR Project and DTOR	Meeting	14
25 July 2013	WRC office Proserpine	Briefing WRC on the NGBR Project and DTOR	Meeting	9
7 August 2013	IRC office Moranbah	Proposed road and stock route crossing treatments	Meeting	4
9 August 2013	WRC office Proserpine	Proposed road and stock route crossing treatments	Meeting	4
23 January 2014	WRC office Proserpine	Whitsunday Regional Council briefing on draft EIS	Meeting	3
29 January 2014	IRC office Moranbah	Isaac Regional Council briefing on draft EIS	Meeting	11

Figure 3-2 DTOR briefing with WRC, 25 July 2013



3.2.4 Public display of the DTOR and draft EIS

The Coordinator-General conducted a public notification process on the DTOR from 13 July to 12 August 2013. During this time a number of submissions were received and taken into account by the Coordinator-General in finalisation of the TOR.

The public display period for the NGBR Project EIS occurred between 16 December 2013 and 11 February 2014, inclusive. During this time the following activities were undertaken:

- Public notification in local newspapers to provide details about:
 - Timing of the public display period
 - Locations where people can view the document, including static and staffed display points, together with web-based information
 - How to make public submissions in response to the draft EIS
- Publication of information about the public display period and submission requirements on Adani's website
- Posting of a copy of the draft EIS document on Adani's website
- Distribution of DVD copies of the draft EIS, upon request
- Provision of hard copies of the draft EIS to national, state and local libraries
- Distribution of a NGBR Project factsheet to publicise release of the draft EIS, provide information on the public display process and call for submissions

- Notification of key stakeholders recorded on the NGBR Project's database about the draft EIS and review period
- Agency briefings and community information sessions to present findings of the draft EIS.

3.2.5 Community information sessions

Two rounds of community information sessions were held for the NGBR Project. The first round of community information sessions was held in July 2013 and focussed on the description of the NGBR Project and the draft TOR. The second round of community information sessions was held in January 2014 to present and consult on the draft EIS.

The community information sessions were advertised through public notices in local newspapers and information provided on the Adani website. Relevant stakeholders listed in Table 2-2 and all directly affected landholders received letters informing them of the DTOR and the community information sessions. All interested individuals and groups were invited and welcomed to attend. Table 3-5 below summarises the events.

Table 3-5 Summary of community information sessions (DTOR)

Timing	Location	Purpose	Consultation method	Attendance
23 July 2013 4.00 pm – 7.00 pm	Moranbah Community Centre Moranbah	To provide the community an overview on the NGBR Project and the DTOR	Drop-in session	4
24 July 2013 4.00 pm – 7.00 pm	Collinsville Community Centre Collinsville	To provide the community an overview on the NGBR Project and the DTOR	Drop-in session	17
25 July 2013 4.00 pm – 7.00 pm	Police and Citizens Youth Club Bowen	To provide the community an overview on the NGBR Project and the DTOR	Drop-in session	34
21 January 2014 4.00 pm – 7.00 pm	Moranbah Community Centre Moranbah	To provide community an overview of draft EIS	Drop-in session	6
22 January 2014 4.00 pm – 7.00 pm	Collinsville Community Centre Collinsville	To provide community an overview of draft EIS	Drop-in session	23
23 January 2014 4.00 pm – 7.00 pm	Police and Citizens Youth Club Bowen	To provide community an overview of draft EIS	Drop-in session	27

Figure 3-3 Community information session in Collinsville, 24 July 2013



Community information sessions used a 'walk through' system, where interested members of the public were greeted and directed to a NGBR Project team member who was best suited to respond to their questions or issues. NGBR Project posters and study area maps were also displayed (refer Appendix A).

All community information sessions had an open door policy where interested people could enter and leave at their leisure. Participants were provided with opportunities to give feedback on the NGBR Project either verbally (with notes taken by the NGBR Project team) or in writing (using email and postal submissions or feedback forms).

Section 5 provides a summary of the potential issues and mitigation and management measures raised by stakeholders during the information sessions.

3.2.6 Landholder consultation

Adani's land access consultant, Ranbury, managed the majority of direct communication and liaison with landholders affected by the NGBR Project.

EIS-related consultation and communications with directly affected landholders included:

- Project introduction
- Written correspondence requesting access to land for NGBR Project investigations.
- Notification of the DTOR public comment period and invitations to attend community information sessions

- Notification of the outcomes of hydraulic investigations and flood mapping.

Landholder consultation focussed on gaining feedback on the NGBR Project alignment and facilitating land access agreements for the coordination of all ongoing landholder contact through to the construction stage.

Communication with landholders regarding the NGBR Project has been ongoing since March 2013. During September 2013, Adani undertook consultation with 26 of the 29 directly affected landholders identified for the NGBR Project EIS regarding technical studies and the rail design development including information where relevant on proposed crossing treatments, construction and operational infrastructure, flood modelling and proposed drainage treatments.

It is noted that no new landholders were affected by the NGBR Project realignment. Other minor realignments to the NGBR Project have resulted in one additional landholder being affected. This additional landholder has been notified and will be included in ongoing consultation.

Consultation with landholders will be ongoing throughout the NGBR Project, and include all landholders affected by the NGBR Project, the NGBR Project realignment, minor realignments and associated changes. Section 5 includes a summary of issues raised by landholders to date.

Tenement holders and infrastructure owners identified for the NGBR Project EIS were sent introductory letters notifying them of the NGBR Project, and maps of where the NGBR investigative corridor intersects their tenements. Following publication of the NGBR Project EIS in December 2013, further consultation occurred with the State government and resource companies regarding mining and resource tenement interests traversed by the NGBR Project (refer Section 3.4). The NGBR Project realignment was identified to accommodate requests to minimise known/potential sterilisation of coal resources and/or encroachment on existing mining tenements.

Consultation with tenement holders and infrastructure owners is ongoing, including the provision of more detailed information where requested through the project's feedback mechanisms.

3.2.7 Indigenous cultural heritage consultation

EIS investigation identified the following Traditional Owners as having an interest in the areas of land affected by the NGBR Project:

- Birriah People (QUD6244/1998, QC98/12)
- Jangga People (QUD6230/98, QC98/10)
- Juru People (QUD554/2010, QC10/5)
- Juru People No.2 (QUD07/2012, QC12/1).

Consultation with each of the above groups commenced in the first quarter of 2013 and is ongoing. This consultation has included negotiation regarding Cultural Heritage Management Plans (CHMPs) with the relevant parties. The results of this consultation are summarised in Section 5.5.

3.2.8 Non-Indigenous cultural heritage consultation

Non-Indigenous cultural heritage consultation was also undertaken with community groups and historical societies in Bowen and Collinsville, as well as relevant local government authorities. Table 3-6 summarises the extent and nature of these consultations.

Further information of cultural heritage and outcomes of consultation with Traditional Owners are contained in Volume 1 Chapter 15 Cultural heritage and Volume 2 Appendix L Cultural Heritage.

Table 3-6 Non-Indigenous cultural heritage consultation summary

Timing	Location	Stakeholder	Purpose/outcome	Consultation method
7 June 2013 19 June 2013 20 June 2013 24 June 2013 26 June 2013 27 June 2013	Proserpine	WRC	Supplement known heritage values obtained from national and state level heritage registers with local knowledge and information. Identify places of 'social significance' to supplement desktop research.	Letter Email Phone Meeting
7 June 2013 19 June 2013	N/A	IRC	Supplement known heritage values obtained from national and state level heritage registers with local knowledge and information. Identify places of 'social significance' to supplement desktop research.	Letter Phone
7 June 2013 19 June 2013 27 June 2013	Collinsville	Collinsville Memoirs Online	Supplement known heritage values obtained from national and state level heritage registers with local knowledge and information. Identify places of 'social significance' to supplement desktop research. Gaining an understanding of potential cultural heritage impacts.	Letter Phone Meeting
7 June 2013 19 June 2013	N/A	Coalface Experience (Collinsville)	Supplement known heritage values obtained from national and state level heritage registers with local knowledge and information. Identify places of 'social significance' to supplement desktop research.	Letter Phone
7 June 2013 19 June 2013 27 June 2013	Collinsville	Mining Communities United (Collinsville)	Supplement known heritage values obtained from national and state level heritage registers with local knowledge and information. Identify places of 'social	Letter Phone Meeting

Timing	Location	Stakeholder	Purpose/outcome	Consultation method
			significance' to supplement desktop research. Gaining an understanding of potential cultural heritage impacts.	
7 June 2013 19 June 2013 27 June 2013	Bowen	Bowen Historical Society and Museum	Supplement known heritage values obtained from national and state level heritage registers with local knowledge and information. Identify places of 'social significance' to supplement desktop research. Gaining an understanding of potential cultural heritage impacts	Letter Phone Meeting
7 June 2013 19 June 2013 24 June 2013	N/A	Queensland Chapter of the Australian Railway Historical Society	Supplement known heritage values obtained from national and state level heritage registers with local knowledge and information. Identify places of 'social significance' to supplement desktop research. Gain an understanding of potential cultural heritage impacts	Letter Phone

3.3 SIA Consultation

The following consultation activities explicitly informed the SIA:

3.3.1 Coordinator-General Office meeting

The SIA team met with DSDIP Coordinator-General's Office at key milestones throughout the SIA process to report on the progress of SIA investigations and obtain the Coordinator-General's Office's input to the SIA methodology, key stakeholders, the social baseline and initial scoping of issues. Refer to Section 3.2.2 for details of this meeting.

Interviews

Representatives from the WRC and IRC, and key service providers across the region were interviewed to collect and validate data required to:

- Develop social baseline studies for the local and regional study areas
- Inform impact identification
- Develop management strategies and monitoring programs.

Table 3-7 summarises the key SIA consultation activities. Volume 1 Chapter 15 Social and economic impacts contains a summary of key issues and potential impacts and mitigation and management strategies identified by stakeholders during consultation.

Section 5.7 contains a summary of the SIA-related consultation and findings.

Table 3-7 Summary of SIA consultations

Timing	Location	Stakeholder	Purpose	Consultation method
19 June 2013	N/A	Bowen Collinsville Enterprise	Confirm current situation, identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms.	Phone
	N/A	Rural Fire Brigade and QFRS – Mackay	Confirm current situation in regard to emergency services in the Mackay region. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for emergency services in relation to the NGBR Project.	Phone
21 June 2013	N/A	Tourism Bowen	Confirm current situation, identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms.	Phone
	N/A	Barrier Reef Institute of TAFE		Phone
25 June 2013	Moranbah	QPS – Moranbah	Confirm current situation in regard to health and emergency services in Moranbah.	Meeting
	Moranbah	Queensland Health - Moranbah Hospital	Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for health and emergency services.	Meeting
	Moranbah	IRC	Confirm current situation in Moranbah from IRC's perspective. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for the NGBR Project.	Meeting
	Collinsville	Councillor and Deputy Mayor Peter Ramage – WRC	Confirm current situation in Collinsville from Council's and resident perspective. Identify potential social impacts and impact	Meeting

Timing	Location	Stakeholder	Purpose	Consultation method
			management strategies/initiatives and monitoring mechanisms in relation to the NGBR Project.	
26 June 2013	Collinsville	Corridor to Coast	Confirm current situation/position of the Corridor to Coast group. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms, particularly for landholders affected by the NGBR Project.	Meeting
	Collinsville	QPS – Collinsville	Confirm current situation in regard to emergency services in Collinsville. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for emergency services in relation to the NGBR Project.	Meeting
	Collinsville	Mining Communities United	Confirm current situation for the residents and local businesses in Collinsville, particularly with the downturn in the mining industry. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for emergency services in relation to the NGBR Project.	Meeting
	Bowen	QPS – Bowen	Confirm current situation in regard to emergency services in Bowen. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for emergency services in relation to the NGBR Project.	Meeting
27 June 2013	Bowen	Queensland	Confirm current situation in regard to health	Meeting

Timing	Location	Stakeholder	Purpose	Consultation method
		Health - Bowen Hospital	services in Bowen. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for health services in relation to the NGBR Project.	
	Bowen	Whitsunday Marketing and Development	Confirm current economic situation in Bowen. Identify potential social impacts and opportunities for local employment and economic development initiatives in Bowen in relation to the NGBR Project.	Meeting
	Proserpine	Queensland Health – Proserpine	Confirm current situation in regard to health services in the Mackay region. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for health services in relation to the NGBR Project.	Meeting
	Cannonvale	Whitsunday Housing Company	Confirm current situation in relation to housing and social services in the Whitsunday region.	Meeting
	Airlie Beach	Whitsunday Neighbourhood Centre	Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for the NGBR Project.	Meeting
	Proserpine	WRC	Confirm current situation in Collinsville from Council's and resident perspective. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms in relation to the NGBR Project.	Meeting
8 July 2013	N/A	Bowen Employment	Confirm current situation in regard to training and	Phone

Timing	Location	Stakeholder	Purpose	Consultation method
		Services and Training	employment in Bowen. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for the NGBR Project.	
9 July 2013	N/A	QAS	Confirm current situation in regard to emergency services in the Mackay region. Identify potential social impacts and impact management strategies/initiatives and monitoring mechanisms for emergency services in relation to the NGBR Project.	Phone

3.4 Broader EIS consultation activities

To assist in gaining an understanding the existing environment, potential impacts and potential mitigation and management measures for the NGBR Project, the NGBR Project Team have engaged with relevant government agencies and key stakeholders to inform aspects of the EIS.

A summary of technical consultation undertaken for the EIS is provided in Table 3-8.

Table 3-8 Summary of other EIS consultation

Timing	Stakeholder	Purpose	Consultation method
May 2013	Mackay Whitsunday Regional Economic Development Corporation	To obtain chain volume measures for the contribution of key sectors to Gross Regional Product in the Mackay, Isaac and Whitsunday region over time	Email
July 2013	IRC	To confirm waste management facilities	Phone
July 2013	WRC	To source traffic data. To confirm council opinions/requirements and discuss road impacts	Email
		To confirm waste management facilities	Phone
June / July 2013	DEHP	Discuss noise criteria for construction and operation of the NGBR Project	Email
		Confirm the approach and quantum of offset	Phone

Timing	Stakeholder	Purpose	Consultation method
		requirements	
June / July 2013	DNRM	Discuss extent of soil survey methodology	Email
		Confirm the approach and quantum of offset requirements	Email
June / July 2013	DTMR	To source traffic data. To confirm DTMR opinions/requirements (e.g. traffic performance thresholds) and seek input/approval of any proposed mitigation measures	Email
June / July 2013	DCS	To inform hazard and risk assessment and emergency management plan for the NGBR Project	Email Phone
June / July 2013	QAS	To inform hazard and risk assessment and emergency management plan for the NGBR Project	Email Phone
June / July 2013	QFRS	To inform hazard and risk assessment and emergency management plan for the NGBR Project	Email Phone
August 2013 - January 2014	Barlyne Mining	Notification regarding NGBR Project, including provision of detail map	Email
November 2013 - February 2014	Glencore Coal Australia	To discuss the NGBR Project's potential sterilisation of coal resources and investigate alternate alignment options	Meeting
		Proposed NGBR Project realignment	Letter Meeting
October 2013	Evolution Mining	To discuss the NGBR Project's potential sterilisation of coal resources and investigate alternate alignment options	Meeting
December 2013 – February 2013	QCoal (and subsidiaries)	To discuss the NGBR Project's potential sterilisation of coal resources and investigate alternate alignment options	Meeting
		Preference for proposed	Letter

Timing	Stakeholder	Purpose	Consultation method
		NGBR Project realignment option	
October 2013	DNRM	To discuss DNRM's role in coal sterilisation discussions between stakeholders	Letter

3.5 Communication tools

3.5.1 NGBR Project DTOR presentation

A PowerPoint presentation was prepared for the state and local government briefings on the DTOR. The presentation included the following information:

- Introduction to the NGBR Project
- NGBR Project benefits
- Overview of the NGBR Project approvals process and timing
- Overview of the NGBR Project EIS technical studies and chapters
- Detail of stakeholder feedback channels.

A copy the PowerPoint presentation is provided in Appendix A.

3.5.2 NGBR Project display posters

The NGBR Project display posters were developed for display at the community information sessions. The posters were A1 in size and included the following project information:

- Introduction to the NGBR Project, fast facts and a location map
- Overview of the approvals process and timing
- NGBR Project benefits, information about Adani Mining Pty Ltd and details of stakeholder feedback channels
- NGBR Project overview map.

A copy of the display posters is provided in Appendix B.

3.5.3 NGBR Project factsheet

The NGBR Project factsheet was developed to inform stakeholders about the NGBR Project, including the DTOR and EIS process.

In July 2013 the factsheet was distributed to stakeholders via direct mail-out. It was also widely distributed via Adani's website, community information sessions and agency briefings.

Table 3-9 details distribution of the factsheet and content. A copy of which is provided in Appendix C.

Table 3-9 Summary of NGBR Project factsheet

Timing	EIS Milestone	Factsheet Focus	Distribution
Factsheet 1 (July 2013)	NGBR Project commencement NGBR Project description Release of DTOR	Introduction to the NGBR Project and Adani Mining Pty Ltd Introduction to EIS process NGBR Project timeframe Promotion of community information sessions NGBR Project contact channels	Direct mail-out to affected landholders and key stakeholders (approximately 200) NGBR Project website Community information sessions and agency briefings

3.5.4 EIS freecall number and email

A NGBR Project email address and free call telephone information line was established and will be maintained for the duration of the EIS consultation process to provide stakeholders an easily accessible means of sourcing NGBR Project information. It further provided them with the opportunities to raise issues and discuss any concerns about the NGBR Project.

- Email: ngr-eis@ghd.com
- Telephone: 1800 086 640
- Post: North Galilee Basin Rail Project
GPO Box 668 Brisbane Qld 4001

All questions, concerns and issues received through the contact channels were captured reviewed and responded to within appropriate timeframes.

All NGBR Project information materials, the Adani website and public advertisements included the contact channel details.

The total number of enquires received via these channels for the period from March 2013 to August 2013 is presented in Table 3-10. The enquiries were in relation to the DTOR, planned consultation activities, general information about the NGBR Project and to provide support for the NGBR Project.

Table 3-10 Utilisation of NGBR Project contact channels

Contact Channel	Number Received
Email address (incoming)	1
Telephone enquiries (incoming)	2
Post	1 (feedback form)

3.5.5 Paid advertising

To inform the community about consultation activities, paid advertising was placed in local newspapers, the Bowen Independent and Central Queensland (CQ) News. Table 3-11 includes details of paid advertising and copies of paid advertising are provided in Appendix D.

Table 3-11 Summary of paid advertising

Publication	Dates	Coverage
CQ News (advertisement placed in the classifieds section of the publication)	17 July 2013 19 July 2013	Alpha, Barcaldine, Blackwater, Bluff, Capella, Clermont, Comet, Dingo, Dysart, Emerald, Middlemount, Moranbah, Rubyvale, Sapphire, Springsure, Tieri
Bowen Independent (advertisement placed in both the Bowen and Collinsville sections of the publication)	17 July 2013 19 July 2013	Bowen, Merinda, Gumla, Guthalungra, Scottville, Collinsville
CQ News (advertisement placed in the classifieds section of the publication)	15 January 2014 17 January 2014	Alpha, Barcaldine, Blackwater, Bluff, Capella, Clermont, Comet, Dingo, Dysart, Emerald, Middlemount, Moranbah, Rubyvale, Sapphire, Springsure, Tieri
Bowen Independent (advertisement placed in both the Bowen and Collinsville sections of the publication)	15 January 2014 17 January 2014	Bowen, Merinda, Gumlu, Guthalungra, Scottville, Collinsville

3.5.6 Website

Adani's website provided a readily accessible portal for stakeholders to access information about the proponent, the NGBR Project, EIS process and consultation opportunities. The website is http://adanimining.com/Australia_Rail_Prj

The website was periodically updated as the EIS progressed. Key details on the website included:

- EIS consultation activities
- NGBR Project team contact details for registration of interest and enquiries
- Links to key documentation including:
 - NGBR Project factsheet
 - NGBR Project locality map
 - NGBR Project DTOR
 - NGBR Project EIS guidelines.

A website snapshot is provided in Appendix E.

3.5.7 Feedback form

A feedback form was developed for distribution at the community information session to capture feedback from stakeholders on the NGBR Project and the DTOR.

The feedback form is contained in Appendix F. One completed feedback form for the NGBR Project was received prior to draft EIS submission. The feedback provided was in support of the NGBR Project and community information session held in Collinsville.

3.5.8 Draft EIS presentation

A PowerPoint presentation was prepared for the state and local government briefings on the draft EIS (refer Section 3.2.2 and 3.2.3). The presentation included the following information:

- Description of the NGBR Project
- Overview of EIS and approvals process
- Overview of the EIS
- Potential impacts and mitigation measures
- Future assessment and approvals
- Questions and answers

A copy the PowerPoint presentation is provided in Appendix G.

3.5.9 Landholder information packs

Information packs were provided to impacted landholders. The packs included a description of the vertical and horizontal alignment and any ancillary infrastructure relevant to the property. Hydrological information and property-scale flood mapping was included where relevant.

4. Major themes of the consultation process

4.1 Introduction

During the consultation program, participants identified a range of potential social, environmental and economic impacts and benefits of the NGBR Project. Although feedback has differed between localities and stakeholder groups, a number of consistent themes emerged, as follows:

- Local business and employment opportunities
- Housing and accommodation
- Workforce supply
- Environment
- Multi-user rail corridor
- Community health, safety and wellbeing
- Roads and traffic
- Sterilisation of coal resources.

Each theme is summarised below as expressed by stakeholders at government meetings and consultation sessions. This summary provides a high-level snapshot of community/stakeholder perceptions in response to the NGBR Project, rather than a technical assessment of impact or benefit. Furthermore, the themes are presented without any particular priority order or ranking.

It is considered that draft EIS briefings informed formal submissions on the NGBR Project EIS during the public display period (refer Section 1.2). As such, Section 4 and Section 5 of this report relate predominantly to issues raised during consultation on the description of the NGBR Project and the draft TOR.

A summary of key issues raised in submissions on the NGBR Project EIS and responses to each issue is provided in Volume 1 Additional information to the Environmental Impact Statement, whereas a detailed register of submissions and a response to each submission is provided in Volume 2 Appendix A Submissions register.

4.2 Local business and employment opportunities

Stakeholders strongly support NGBR Project-related economic benefits for the WRC and IRC local government areas (LGA). New opportunities for local business and employment were frequently raised as positive outcomes, including:

- Support and development for local business and industry, through securing local contracts for the supply of goods and services for the NGBR Project
- Increased spending in local economies for the purchase and use of various services and materials
- Government revenue through taxes and royalties
- Population growth to support extra government funding for essential community services and infrastructure

- New employment opportunities, apprenticeships and training resulting in long term career pathways for residents of the study area
- Flow on benefits in terms of multiplier effect generating employment and business activity at a regional level from increased economic activity.

During the consultation activities a number of people sought to register their interest in the NGBR Project for employment, to provide contractor services or act as suppliers of goods and services.

4.3 Housing and accommodation

Historically, the regional communities in the WRC and IRC have been concerned that the direct effects from projects with large workforces and/or cumulative impacts have exacerbated shortages in housing supply and decreased housing affordability. This has led to higher living costs for everyone, particularly those not employed in the mining sector.

Stakeholders revealed that the recent downturn in the mining sector had led to a number of people moving out of the region over the past 12 months. This has subsequently increased housing availability and improved housing affordability.

Whilst housing availability and affordability in the region has improved, stakeholders raised concerns in relation to:

- The poor quality of the housing stock – old, degraded and in need of renewal
- The potential for the NGBR Project to contribute to cumulative impacts on housing availability and affordability should a number projects come online at the same time (e.g. Port of Abbot Point expansion)
- Existing infrastructure such as water supply and sewerage facilities constraining future growth of local towns.

4.4 Workforce supply

Stakeholders sought additional information about Adani's workforce strategy, with a particular focus on:

- The need for workforce training and procurement programs to provide opportunities for local people to work and/or supply goods and services for the NGBR Project
- A sustainable mix of fly-in/fly-out (FIFO) workforce and local workforce
- Issues related to staff attraction and retention in local businesses due to higher wages in the resource sector and higher cost of living in the region.

Stakeholders highlighted an immediate need for workforce training programs and local procurement programs in readiness for the NGBR Project.

In respect to a FIFO workforce, two distinct points of view emerged amongst stakeholders:

- Opposition to a FIFO workforce due to the:
 - Limited benefits it affords the local economy and social fabric
 - Workforce burnout and retention problems observed elsewhere in the mining sector across the Bowen Basin and broader region
- Acceptance of a FIFO/DIDO workforce for the construction phase of the NGBR Project given the remote location and length of the final rail corridor.

4.5 Environment

Stakeholders raised a number of concerns in regard to environmental impacts. Issues of particular concern were:

- Coal dust from the high volume of train movements proposed by the NGBR Project and potential air quality impacts on livestock, land and communities. Suggested mitigation measures included covered train wagons and coal veneering.
- Potential for the NGBR Project to cause flooding and surface water impacts
- Impacts on local waterways and indirect flow-on impacts to the Great Barrier Reef and related values including recreational pursuits by the local community.

4.6 Multiuser rail corridor

There was strong support for Adani to provide a rail line with potential for third-parties to utilise the infrastructure to transport coal product to the Port of Abbot Point.

Stakeholders also raised the potential opportunity for the rail line to freight fuel, agricultural goods and other products to the port in the longer term to reduce the number of freight trucks on the local roads in the region.

4.7 Community, health, safety and wellbeing

Consultations with the stakeholders, particularly health service providers suggested that generally health services within the region are well within capacity to meet the demands of an additional project of this scale. However, they identified some shortfalls and challenges including:

- Inadequate capacity or resources to cater for emergencies in Bowen, Collinsville and Moranbah, and in most cases emergency cases that require air lifting to Mackay or Townsville
- Shortages in nursing staff, particularly when a nurse is required to escort a patient while transferring them to Townsville or Mackay
- Bowen and Moranbah hospitals have experienced an increase in emergency cases which are often general practice type cases. This hinders the hospitals' ability to cater to real emergencies. It was noted that certain hospital emergencies result from the predominantly single male workers residing at camps often neglect their health by ignoring early signs of illness and have to be brought into the hospital once the illness has advanced
- Shortages in local general practitioner (GP) services, particularly in Bowen where currently there are eight GPs not accepting new patients as they are at capacity
- Shortage of mental health services in Bowen
- Challenges in attracting skilled health staff such as doctors and nurses to regional areas
- Introduction of new health conditions for which existing services do not cater, or increase in health conditions beyond the capacity of available services

4.8 Land use and lifestyle

Stakeholders raised concerns in relation to land use and lifestyle impacts, particularly for landholders directly affected by the NGBR Project final rail corridor. Issues of particular concern were:

- Impacts on landholders, specifically land fragmentation potentially impacting agricultural land, infrastructure and property values
- Impacts on specific sites or locations important to landholders and their families
- Spread of weeds and weed seeds (by vehicles and workers) into landholder properties during construction and operation (maintenance) which may affect grazing pastures and stock
- Exacerbation of flooding and drainage issues
- Erosion/scour problems caused by the construction of bridges
- Changes to quiet rural lifestyle affecting residents and businesses, including changes to scenic amenity, noise levels and air quality.

4.9 Roads and traffic

Stakeholders expressed a range of concerns about the cumulative impacts of resource projects on the region's roads, including the NGBR Project. The main concerns were:

- Increase in construction related road traffic and public safety risks for residents
- New rail crossings creating increased wait times and inconvenience to the public
- Driver fatigue risks associated with a DIDO workforce
- Increased heavy vehicle traffic increasing travel time and potential damage to local road infrastructure during construction
- Safety and access issues related to stock route, road and rail crossings
- Limited capacity of local government to keep pace with road maintenance
- Implications of remote rail location for emergency services response.

4.10 Sterilisation of coal and other mineral resources

Following publication of the NGBR Project EIS in December 2013, further consultation occurred with the State government and resource companies regarding mining and resource tenement interests traversed by the NGBR Project. The NGBR Project realignment was identified to accommodate requests to minimise known/potential sterilisation of coal resources and/or encroachment on existing mining tenements.

The NGBR Project realignment, other minor realignments and associated changes are described in detail in Volume 1 Additional information to the Environmental Impact Statement. Further, the potential impacts of the NGBR Project realignment are assessed separately in Volume 2 Appendix C NGBR Project realignment report.

4.11 Summary of key themes, issues and opportunities

Table 4-1 presents the major themes and issues as identified by different stakeholder groups during consultation. This information is based on feedback received from selected stakeholders (who participated in consultation activities), and is not intended to be representative of all stakeholders listed in Table 2-2.

Table 4-1 Summary of key issues and opportunities raised during EIS Consultation

Issue / opportunity	Commonwealth govt	State govt depts / agencies & State elected reps	WRC	IRC	Directly affected landholders	Regional development groups	Traditional Owners	Industry/peak bodies	Businesses	Community groups	Local residents	Emergency services	Health providers	Utility service providers	Private infrastructure providers	Education and training providers	Environmental groups	Mining tenement holders
Local business and employment opportunities																		
Support and development for local business and industry		✓	✓	✓		✓		✓	✓	✓	✓	✓	✓			✓		
Increased spending in local economies		✓	✓	✓		✓		✓	✓	✓	✓	✓	✓			✓		
Government revenue through taxes and royalties		✓	✓	✓		✓		✓		✓								
Temporary or permanent increase in non-resident workforce			✓	✓		✓		✓	✓	✓	✓	✓	✓					
New employment opportunities, apprenticeships and training resulting in long term career pathways for residents of the region			✓	✓		✓		✓	✓	✓	✓					✓		
Flow on benefits generating employment and business activity at a regional level		✓	✓	✓		✓		✓	✓		✓							
Housing and accommodation																		
Poor quality of the existing housing stock		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
The potential for the NGBR Project to contribute to cumulative impacts on housing availability and affordability should a number project come online at the same time (e.g. Port of Abbot Point expansion)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Increased housing availability and improved housing affordability (current situation)		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
Existing infrastructure such as water supply and sewerage facilities constraining future growth of local towns		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	

Issue / opportunity	Commonwealth govt	State govt depts / agencies & State elected reps	WRC	IRC	Directly affected landholders	Regional development groups	Traditional Owners	Industry/peak bodies	Businesses	Community groups	Local residents	Emergency services	Health providers	Utility service providers	Private infrastructure providers	Education and training providers	Environmental groups	Mining tenement holders
Workforce supply																		
The need for workforce training and procurement programs to provide opportunities for local people to work and/or supply goods and services			✓	✓		✓			✓								✓	
A sustainable mix of FIFO workforce and local workforce			✓	✓		✓		✓	✓	✓	✓							
Staff attraction and retention in local businesses			✓	✓		✓		✓	✓				✓					
Acceptance of a FIFO/DIDO workforce given the remote location of the NGBR Project (construction phase only)		✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓					
Environment																		
Coal dust from the high volume of train movements		✓	✓	✓	✓					✓	✓						✓	
Flooding and surface water impacts		✓	✓	✓	✓			✓			✓						✓	
Impacts on local waterways and indirect flow-on impacts to the Great Barrier Reef and related values including recreational pursuits by the local community		✓	✓		✓	✓	✓	✓			✓		✓					
Multi-user rail corridor																		
Strong support for multi user corridor		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	
Potential opportunities for the NGBR Project to freight other goods/products			✓	✓	✓						✓							
Community, health, safety and wellbeing																		
Inadequate capacity or resources to cater for emergencies in Bowen, Collinsville and Moranbah												✓	✓					
Shortage in nursing staff												✓	✓					

Issue / opportunity	Commonwealth govt	State govt depts / agencies & State elected reps	WRC	IRC	Directly affected landholders	Regional development groups	Traditional Owners	Industry/peak bodies	Businesses	Community groups	Local residents	Emergency services	Health providers	Utility service providers	Private infrastructure providers	Education and training providers	Environmental groups	Mining tenement holders
Community, health, safety and wellbeing																		
Shortage in local GP services													✓					
Shortage of mental health services													✓					
Attraction of skilled health staff such as doctors and nurses to regional areas												✓	✓					
Increased risk of accidents at road/rail interfaces and rail level crossings			✓		✓						✓		✓	✓				
Impacts on health, liveability and amenity of sensitive receptors caused by air quality, noise and vibration		✓	✓		✓			✓					✓					
Impacts on mental and emotional well-being due to increase in temporary population in the area during construction												✓	✓					
Introduction of new health conditions for which existing services do not cater, or increase in health conditions beyond the capacity of available services													✓					
Land use and lifestyle																		
Land fragmentation which may impact on agricultural land, cattle grazing, agricultural infrastructure, other related activities and property values		✓	✓	✓	✓	✓					✓							
Spread of weeds and weed seeds (by vehicles and workers) into landholder properties					✓													
Exacerbation of flooding and drainage issues		✓	✓	✓	✓						✓						✓	
Erosion problems caused by the construction of bridges		✓	✓	✓	✓												✓	
Changes to scenic amenity, noise levels and air quality affecting residents and businesses					✓						✓							

Issue / opportunity	Commonwealth govt	State govt depts / agencies & State elected reps	WRC	IRC	Directly affected landholders	Regional development groups	Traditional Owners	Industry/peak bodies	Businesses	Community groups	Local residents	Emergency services	Health providers	Utility service providers	Private infrastructure providers	Education and training providers	Environmental groups	Mining tenement holders
Sterilisation of coal and other mineral resources within existing mining tenements																		✓
Roads and traffic																		
Increase in construction related road traffic and public safety risks for residents			✓	✓	✓						✓	✓						
New rail crossings creating increased wait times and inconvenience for the public			✓	✓	✓						✓	✓						
Driver fatigue risks associated with a DIDO workforce			✓	✓							✓	✓						
Increased heavy vehicle traffic resulting in increased travel time and potential damage to local road infrastructure during construction		✓	✓	✓							✓							
Safety and access issues related to stock route, road and rail crossings		✓	✓	✓	✓						✓	✓						
Limited capacity of local government to keep pace with road maintenance			✓	✓														
Implications of remote rail location for emergency services response			✓	✓								✓						

5. Consultation outcomes

5.1 Introduction

This section presents findings of specific public consultation activities as described in Section 3.2. This process is ongoing with further consultation scheduled for late 2013, including public exhibition of the draft EIS.

The issues raised and stakeholder suggested mitigation and management measures detailed below are as stakeholders expressed them at consultation sessions. They are intended solely as suggestions for Adani's consideration in preparation of the EIS.

5.2 Government briefings and meetings

5.2.1 Commonwealth government

As stated in Section 3.2.1, a meeting was held with DotE in regard to the NGBR Project.

The discussion of this meeting focused on the description of the NGBR Project and the connectivity of the NGBR Project to other projects in the region. Further consultation is planned to be undertaken with DotE in relation to the NGBR Project.

5.2.2 State government

As noted in Section 3.2.1, a number of face-to-face meetings have been held with state agencies and the Coordinator-General's Office in relation to the NGBR Project.

As the majority of meetings occurred during the initial phase of the EIS, discussions were mainly focussed on the project description and the scope of the EIS.. Key issues raised in these meetings are summarised in Table 5-1.

Table 5-1 Key issues raised at meetings with state agencies

Theme	Potential issues and opportunities	Discussion	Response / cross-reference
State government - DTOR briefing			
N/A	Agencies raised some concerns about the revised generic TOR. It was noted that the less prescriptive approach may speed up the process in the beginning; however, it has the potential to slow the process down toward the end if matters have not been adequately addressed early in the EIS process.	Adani noted that scoping for the NGBR Project EIS was based on the previous generic TOR. The EIS will be outcome focused rather than method focused.	The EIS was prepared in accordance with the final Terms of Reference for the NGBR Project
	How will agency comments influence the DTOR?	In terms of technical requirements, Adani will see all submissions so the key issues/comments can be addressed in the EIS. Some aspects of the wording of the TOR may be revised based on agency comments. Adani is also incorporating lessons learnt from the Carmichael Coal Mine and Rail Project.	The EIS was prepared in accordance with the final Terms of Reference for the NGBR Project
Workforce supply	Workforce accommodation for 3,800 workers during construction?	It was noted that workforce numbers are likely to reduce from numbers put forward as part of the IAS. Temporary construction camps within the final rail corridor align with different construction fronts.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

Theme	Potential issues and opportunities	Discussion	Response / cross-reference
Environment	Did Adani investigate alternative routes for the corridor?	An options study for preferred alignment was conducted based on a multi-criteria analysis methodology. Details of the outcomes of this study will be included at a high level in the EIS.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 1 Introduction
Environment	How will the NGBR Project deal with offsets?	An offsets strategy has been prepared for the NGBR Project	Refer to: Volume 2 Appendix E Revised offsets
	Discussion around the NGBR Project construction methodology.	Adani proposes three simultaneous construction fronts. A separate analysis for workload manning is currently being undertaken, with updated workforce numbers and construction methodology to be included in the EIS.	Refer to: Volume 2 Appendix B Revised project description NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Will there be sufficient information included in the EIS based on detailed vegetation survey for Property Maps of Assessable Vegetation (PMAVs) and offset equivalence assessments?	Vegetation surveys have been undertaken for the NGBR Project. Field work will continue to be ongoing during the public exhibition of the draft EIS.	Refer to: Volume 2 Appendix C NGBR Project realignment report Volume 2 Appendix D Revised matters of national environmental significance NGBR Project EIS Volume 1 Chapter 6 Nature conservation

Theme	Potential issues and opportunities	Discussion	Response / cross-reference
	How will the NGBR Project impact on future activity in the Galilee Basin e.g. cumulative impacts on water quality?	All cumulative impacts will be addressed in the EIS.	Refer to: Section 19 of Volume 1 Additional information to the Environmental Impact Statement
	Will the NGBR Project impact the GVK alignment?	The NGBR Project is located west of Rosella Creek and the Suttor River near Collinsville. It does not hug the Newlands rail line like the GVK alignment.	Refer to: Section 19 of Volume 1 Additional information to the Environmental Impact Statement
Multiuser rail corridor	Could the corridor cater for more than 100 mtpa?	The scope of the EIS is for the NGBR Project only and considers capacity up to 100 mtpa.	N/A
Meeting with DSDIP – SIA approach			
N/A	SIA guidelines	<p>A Social Impact Management Plan (SIMP) is no longer required; however management strategies are to be included as a part of the social assessment.</p> <p>There is no prescribed method to undertake SIA or develop reports. Proponents can write SIA to best suit their needs.</p> <p>There is now an expectation of developing adaptive impact management strategies which will form part of the EMP.</p>	<p>Refer to:</p> <p>Volume 2 Appendix C NGBR Project realignment report</p> <p>Volume 2 Appendix H Revised environmental management plan framework</p> <p>NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts</p>

Theme	Potential issues and opportunities	Discussion	Response / cross-reference
	Confirmation of NGBR Project SIA study areas.	The NGBR Project SIA will consider the following study areas: Local study area - immediate properties / landholders affected / intersected by the NGBR Project. Regional study area – Local government area (LGA) boundaries within which the NGBR Project will be located and key urban localities (Moranbah, Collinsville and Bowen) in close proximity of the NGBR Project.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts NGBR Project EIS Volume 2 Appendix M Social baseline
		The NGBR Project will focus on assessing direct impacts, developing corresponding management strategies. Management strategies to focus on construction and early years of operation.	Refer to: Volume 2 Appendix C NGBR Project realignment report Volume 2 Appendix H Revised environmental management plan framework NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Meeting with DNRM			
Roads and traffic	Preference for stock route crossings to be grade-separated. Grade-separation is near impossible utilising a box culvert due to the low formation heights.	DNRM would be satisfied for the stock route crossings to be level crossings. However, DNRM require a Memorandum of Understanding (MOU) with Adani for future development.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 3 Land use and tenure

Theme	Potential issues and opportunities	Discussion	Response / cross-reference
Meeting with DTMR			
Roads and traffic	Preference for all road / rail crossings to be grade-separated.	DTMR may be agreeable to an MOU with Adani for future developments in relation to the Suttor Developmental Road. DTMR also stipulated design considerations.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport
Meeting with DSDIP – State Development Area (SDA) division			
Land use and lifestyle	The location of the NGBR Project final rail corridor and ancillary infrastructure in the APSDA.	Adani to continue discussion with other proponents regarding the final rail corridor through APSDA. The SDA division request that Adani maintain as much useable area between the Bruce Hwy and Mount Roundback as possible by locating NGBR Project as close as possible to the base of Mount Roundback whilst avoiding the potential cultural heritage site of significance (rock art site in foothills to northwest of Mount Roundback, identified by Juru People and listed on DATSIMA cultural heritage register).	Refer to: Volume 2 Appendix B Revised project description
	Approval requirements for the NGBR Project ancillary infrastructure and temporary construction camp one (1) under the APSDA.	The SDA division advised that one development application should be included within the EIS so that conditional approval can occur in the shortest possible time. The application should include both rail and ancillary infrastructure.	Refer to: Volume 2 Appendix J Revised legislation and approvals

5.3 Council briefings and meetings

5.3.1 Isaac Regional Council

NGBR Project representatives have met with IRC on four separate occasions to discuss:

- The existing social environment in the NGBR Project study area, potential social issues and opportunities and mitigation and management measures for the NGBR Project (25 June 2013)
- The NGBR Project description and DTOR (23 July 2013)
- Proposed road and stock route crossing treatments for the NGBR Project (7 August 2013)
- The draft EIS (29 January 2014).

In addition to the above formal meetings, IRC has received updates at EIS milestones since commencement of the NGBR Project.

Table 5-2 contains a list of key issues and potential management/mitigation measures suggested by the IRC during the meetings in relation to the NGBR Project.

Table 5-2 Key issues/opportunities raised at meetings with IRC

Theme	Potential issues and opportunities	Council's suggestions for mitigation and management measures	Response / Cross-reference
Housing and accommodation	Request for temporary camps to remain 'temporary' – avoid the transition of temporary constructions camps into permanent long term camps.	If the NGBR Project requires permanent camps along the final rail corridor, this needs to be considered early in the NGBR Project.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Workforce supply	FIFO may be acceptable for the construction workforce due to remote location of the final corridor	Workforce strategy to accommodate both local residents and FIFO.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Environment	It was noted that flooding is a major concern. There was a sentiment that it would occur during the life of the NGBR Project	Potential opportunity for the rail line to freight fuel, agricultural goods and other products to the port in the longer term to reduce the number of freight trucks on the local roads in the region.	Refer to Volume Volume 2 Appendix C NGBR Project realignment report NGBR Project Volume 1 Chapter 9 Water resources NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	IRC noted that Adani need to find a solution to the	Suggested that Adani appropriately measure	Refer to:

Theme	Potential issues and opportunities	Council's suggestions for mitigation and management measures	Response / Cross-reference
	impacts of coal dust on the environment and the wider community.	dust levels and implement procedures should the threshold ever be reached. The state government should also assist in mitigating cumulative dust impacts. Covered train wagons and coal veneering.	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 10 Air quality
Multiusers rail corridor	Potential opportunities for the rail line to freight fuel and reduce number of heavy vehicles on the local road network.	Adani to investigate.	N/A
Community, health, safety and wellbeing	IRC advised that Adani consider disaster management procedures including the location of camps, evacuation points, helipads etc.	Establish relationships with emergency services to assist in developing and implementing emergency management procedures.	Refer to: Volume 2 Appendix H Revised environmental management plan framework NGBR Project EIS Volume 1 Chapter 18 Hazard, risk, health and safety
	It is important for resource companies to contribute to the local community. IRC will be reviewing the potential opportunities and benefits the NGBR Project will provide to the region when the draft EIS is released for public comment.	N/A	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Land use and lifestyle	Adani to consider the potential impacts of the NGBR Project on landholders.	Develop a clear understanding of how landholders operate their properties to assist in developing appropriate mitigation and management measures. Minimise wait times at rail crossings – grade-separated crossings preferred.	Refer to: NGBR Project EIS Volume 1 Chapter 14 Transport
	New rail line must have minimal flooding impacts.	Rail design to mitigate flooding impacts. Commented that landholders need to be	Refer to: NGBR Project EIS

Theme	Potential issues and opportunities	Council's suggestions for mitigation and management measures	Response / Cross-reference
		consulted.	Volume 1 Chapter 9 Water resources
	IRC are concerned about water supply and quarry material.	IRC advised that they will not be in a position to supply water/quarry material to Adani for the NGBR Project.	Refer to: Volume 2 Appendix B Revised project description
Roads and traffic	Increased heavy vehicle traffic increasing travel time and potential damage to local road infrastructure during construction.	Implement a Traffic management plan and EMP Undertake consultation with IRC.	Refer to: NGBR Project EIS Volume 1 Chapter 14 Transport
	Limited capacity of local government to keep pace with road maintenance.	Adani to work closely with IRC to plan for future infrastructure upgrades.	Refer to: NGBR Project EIS Volume 1 Chapter 14 Transport
	IRC need to be consulted in relation to rail/road crossings. IRC would like to see road crossings grade-separated.	Consult with IRC in relation to road and rail crossings.	Refer to: NGBR Project EIS Volume 1 Chapter 14 Transport
	Treatment for roads, stock routes and other crossings.	IRC require an MOU with Adani for future upgrades of crossings when triggered by an increase in traffic levels on local roads.	Refer to: NGBR Project EIS Volume 1 Chapter 14 Transport

5.3.2 Whitsunday Regional Council

NGBR Project representatives have met with WRC on four separate occasions to discuss:

- The existing social environment in the NGBR Project study area, potential social issues and opportunities and mitigation and management measures for the NGBR Project (27 June 2013)
- The NGBR Project description and DTOR (25 July 2013)
- Proposed road and stock route crossing treatments for the NGBR Project (9 August 2013)
- The draft EIS (23 January 2014).

WRC has received updates at EIS milestones since commencement of the NGBR Project.

Table 5-3 provides an overview of the key issues and potential mitigation and management measures suggested by the WRC in the meetings in relation to the NGBR Project.

Table 5-3 Key issues/opportunities raised at meetings with WRC

Theme	Potential issues and opportunities	Council's suggestions for management/mitigation measures	Response / Cross-reference
Local business and employment opportunities	WRC are very supportive of the NGBR Project. WRC outlined their regional approach to economic development in conjunction with IRC and MRC, including a commitment to develop the region as a FIFO hub.	Consider Whitsunday region as a FIFO/DIDO hub. Consider basing operational workforce in Bowen. Work with WRC to support economic development of the region.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Housing and accommodation	WRC advised that housing supply is not currently an issue in the region. However, the quality of the existing housing stock is old and degraded.	Support provision of new housing stock.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	WRC noted that the region has suffered from a false economy of housing. It was commented that many houses are sitting empty and they are waiting for the next big project to commence.	Consider basing operational workforce in Bowen.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Workforce supply	Proserpine, Cannonvale, and Airlie Beach are very popular as a base for workers in terms of affordability and liveability. WRC would like people to live in the region.	Consider Whitsunday region as a FIFO/DIDO hub. Consider basing operational workforce in Bowen.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Council would like Bowen to be the base for operational workforce.		
	WRC's preference is to have resident population. However, WRC are aware that there will be degree of FIFO during the construction phase due to the remote location of the NGBR Project. WRC would not entertain the potential for additional airport facilities in the region to cater for the NGBR Project. There are currently four	WRC would work with Adani to potentially upgrade airports to service the NGBR Project if required.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

Theme	Potential issues and opportunities	Council's suggestions for management/mitigation measures	Response / Cross-reference
	airports in the region that are well positioned to support the NGBR Project.		
	Opportunity to build the capacity of local contractors to service the NGBR Project. However, Adani need to allow adequate lead time for the procurement process.	Promote local procurement opportunities. Adani to consider establishing training facilities and programs in Whitsunday Region to support the NGBR Project.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Community, health, safety and wellbeing	WRC noted that there has been a reduction in medical facilities in the area, particularly in Bowen and Collinsville.	Suggested Adani work with the WRC and service providers to address any emerging health and social issues. Workforce health and wellbeing will be managed under the Workforce Management Plan (WMP), including provisions of counselling and support services will be available at the accommodation facilities during construction.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	WRC suggested consideration of emergency management procedures- location of camp, evacuation, non-natural emergencies etc.	Establish relationships with emergency services. Work with emergency services when undertaking emergency planning.	Refer to: Volume 1 NGBR Project EIS Chapter 16 Social and economic impacts
	The provision of hard infrastructure is a priority for WRC.	Potential for Adani to assist in upgrading hard infrastructure, particularly in Bowen and at the Port of Abbot Point.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Land use and lifestyle	WRC raised concerns in relation to potential noise impacts from the NGBR Project especially at elevated sections of the rail corridor near towns e.g. Merinda.	N/A	Refer to: NGBR Project EIS Volume 1 Chapter 12 Noise and vibration

Theme	Potential issues and opportunities	Council's suggestions for management/mitigation measures	Response / Cross-reference
	WRC do not want the NGBR Project to constrain the potential water and electricity infrastructure in the future.	Consult with WRC on this matter as more detail becomes available.	Refer to: NGBR Project EIS Volume 1 Chapter 3 Land use and tenure
Roads and traffic	Bowen Developmental Road is a heavy vehicle route but is currently only maintained to a rural gravel road standard.	A maintenance agreement will be required if the Bowen Developmental Road will be used for the NGBR Project.	Refer to: NGBR Project EIS Volume 1 Chapter 14 Transport

5.4 Community information sessions

5.4.1 Moranbah

As stated in Section 3.2.4, one community information session was held in Moranbah at the Moranbah Community Centre on 24 July 2013 from 4 pm to 7 pm. Four people, including interested operators attended the session.

Overall, attendees were generally positive in their response to the NGBR Project. Their questions and comments focused on specific details of the NGBR Project, the Carmichael Coal Mine and Rail Project, local economic benefits, workforce strategy and project timing.

Table 5-4 provides an overview of the key issues and suggested management/mitigation measures expressed by the stakeholders during the Moranbah DTOR community information session.

A second community information session, for the draft EIS, was undertaken at Moranbah Community Centre from 4 pm to 7 pm on 21 January 2014. Six people attended and feedback was again generally in favour on the NGBR Project.

Table 5-4 Key issues/opportunities raised at Moranbah community information session

Theme	Potential issues/opportunities	Community suggestions for management and mitigation measures	Response / Cross-reference
Local business and employment opportunities	Opportunities for contractors in regard to the supply of goods and services.	None	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Timing of the NGBR Project.	None	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Employment opportunities for the NGBR Project.	None	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

5.4.2 Collinsville

A community information session was held at the Collinsville Community Centre from 4 pm to 7 pm on 25 July 2013. Seventeen people attended and the feedback received was generally in favour of the NGBR Project.

Participants included interested residents, business operators, community interest groups, IRC representatives, some potentially affected landholders and the QAS.

Community interest focussed on Adani's intentions to establish a genuine presence in the district, local economic benefits, environmental impacts, FIFO and DIDO, road safety, and encouraging the workforce to reside in Collinsville.

Some attendees demonstrated a high level of sensitivity in response to existing rail and mining operations near Collinsville.

Table 5-5 provides an overview of the key issues and potential management and mitigation measures suggested by the stakeholders during the Collinsville DTOR community information session.

A second community information session, for the draft EIS, was undertaken at Collinsville Community Centre from 4 pm to 7 pm on 22 January 2014. Twenty-seven people attended and feedback was generally in favour on the NGBR Project.

Table 5-5 Key issues/opportunities raised at Collinsville community information session

Theme	Potential issues/opportunities	Community suggestions for management / mitigation measures	Response / Cross-reference
Local business and employment opportunities	Local employment is needed.	Provide employment opportunities to local residents.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Housing and accommodation	Locals would prefer workers to live locally than in camps. Approximately 30 % of existing housing stock is currently available.	Opportunity for senior staff on the NGBR Project to live in Collinsville.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Environment	The mines which the NGBR project will service will lead to increased production of greenhouse gas.	The mines should not be allowed to proceed negating the need for the NGBR Project.	Refer to: Section 12 of Volume 1 Additional information to the Environmental Impact Statement Section 19 of Volume 1 Additional information to the Environmental Impact Statement

5.4.3 Bowen

One community information session was held in Bowen on 25 July 2013 at the Bowen Police and Citizens Youth Club from 4 pm to 7 pm. Thirty-four people attended this session, including local residents, business operators, representatives from environmental groups and the local state Member for Burdekin, Rosemary Menkens.

Community interest focussed on Adani's intentions to establish a genuine presence in the district, details of the NGBR Project in relation to the Carmichael Coal Mine and Rail Project, local economic benefits, workers' camps, FIFO and DIDO, environmental impacts, and encouraging the workforce to reside in Bowen.

Table 5-6 provides an overview of the key issues and potential mitigation and management measures suggested by the stakeholders during the Bowen DTOR community information session.

A second community information session, for the draft EIS, was undertaken Bowen Police and Citizens Youth Club from 4 pm to 7 pm on 23 January 2014. Twenty-three people attended and feedback was again generally in favour on the NGBR Project.

Table 5-6 Key issues/opportunities raised at Bowen community information session

Theme	Potential issues/opportunities	Community suggestions for mitigation and management measures	Response / Cross-reference
Local business and employment opportunities	Local employment is needed.	Provide employment opportunities to local residents.	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Environment	The mines which the NGBR Project will service will lead to increased production of greenhouse gas.	The mines should not be allowed to proceed negating the need for the NGBR Project.	Refer to: Section 12 of Volume 1 Additional information to the Environmental Impact Statement Section 19 of Volume 1 Additional information to the Environmental Impact Statement
	Concern over potential direct impacts of the NGBR Project on the Caley Valley Wetland.	Ensure NGBR Project does not directly impact the wetland.	Refer to: Volume 2 Appendix C NGBR Project realignment report Volume 2 Appendix D Revised matters of national environmental significance NGBR Project EIS Volume 1 Chapter 6 Nature conservation
Land use and lifestyle	Treatments for stock crossings.	Landholders would prefer grade separated crossings for stock crossings.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts NGBR Project EIS Volume 1 Chapter 3 Land use and tenure

5.5 Cultural heritage consultation

Consultation with relevant Traditional Owners is being undertaken by Adani. This consultation has included negotiation regarding CHMPs with the Traditional Owners and resulted in identifying the following:

- A process for undertaking cultural heritage surveys for the NGBR Project
- A process for including Indigenous people associated with the area that the NGBR 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 identified cultural heritage sites and objects in the NGBR Project final rail corridor, including associated infrastructure developments, during both the construction and operational phases of the NGBR Project
- Provisions for managing the accidental discovery of cultural material, including burials
- A clear recording process to assist initial management and recording of accidental discoveries
- A cultural heritage induction for NGBR Project workforce
- Developing a cultural heritage awareness program to be incorporated into the contractor/employee manual and induction manual. This is likely to be in the form of a plain language, short document that is easy for contractors and staff to understand
- A conflict resolution process.

In order to produce a list of potential non-Indigenous cultural heritage places, and potential adverse impacts, searches of relevant non-Indigenous cultural heritage databases were supplemented by strategic consultation with a small number of community groups and local government authorities.

The results of this non-Indigenous consultation identified the following:

- Draft local heritage register for WRC indicates no historical sites within NGBR Project study area. Nor will historical areas within existing planning scheme be affected by works within the study area.
- No local heritage register in IRC
- No known cultural heritage impacts in Collinsville
- No known heritage impacts based on discussions with the Bowen Historical Society.

Further information on cultural heritage and outcomes of consultation with Traditional Owners are contained in NGBR Project EIS Volume 1 Chapter 15 Cultural heritage and Volume 2 Appendix L Cultural heritage. Indigenous cultural heritage on the NGBR Project realignment is assessed in Volume 2 Appendix C NGBR Project realignment report, and the cultural heritage technical addendum provided as Appendix F of that report.

5.6 Landholder consultation

As stated in Section 3.2.6, all 29 affected landholders identified for the NGBR Project EIS have been consulted throughout the course of the NGBR Project to gain feedback on the alignment and negotiate access to their properties for field investigations required for the EIS and ongoing engineering design.

It is noted that no landholders were affected by the NGBR Project realignment that were not otherwise already affected by the NGBR Project. Other minor realignments to the NGBR Project have resulted in one additional landholder being affected. This additional landholder has been notified and will be included in ongoing consultation.

Consultation with landholders will be ongoing throughout the NGBR Project, and include all landholders affected by the NGBR Project, the NGBR Project realignment, minor realignments and associated changes. Key issues arising from land access negotiations and feedback from landholders are summarised in Table 5-7.

Table 5-7 Key issues/opportunities raised by landholders

Theme	Potential issues/opportunities	Landholders suggestions for mitigation and management measures	Response / Cross-reference
Environment	Exacerbation of flooding and drainage issues.	None	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 9 Water resources
	Erosion problems caused by bridge, culvert and drainage structures and ancillary activities.	None	
Land use and lifestyle	Loss of ancestral property, reduction in emotional connection to land.	None	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 3 Land use and tenure NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

Theme	Potential issues/opportunities	Landholders suggestions for mitigation and management measures	Response / Cross-reference
	Changes to scenic amenity, noise levels and air quality affecting residents and businesses.	Ensure the train has covered wagons or veneering to minimise coal dust.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 4 Scenic amenity and lighting NGBR Project EIS Volume 1 Chapter 10 Air quality NGBR Project EIS Volume 1 Chapter 12 Noise and vibration
	Land fragmentation due to the rail corridor traversing and creating severance on properties which may impact on agricultural land, cattle grazing, agricultural infrastructure, other related activities and property values.	Consult with landholders to develop appropriate mitigation and management measures. Construct grade-separated crossings to allow landholders to transfer stock safely across the NGBR Project final rail corridor.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 3 Land use and tenure NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

Theme	Potential issues/opportunities	Landholders suggestions for mitigation and management measures	Response / Cross-reference
	Demand on time of the stakeholders and landholders to participate in NGBR Project consultation activities (land access and acquisition activities, as well as environmental approvals process).	Ensure all contractors adhere to the NGBR Project land access protocols.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 3 Land use and tenure NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Spread of weeds and weed seeds (by vehicles and workers) into landholder properties during construction and operation (maintenance) which may affect grazing pastures and stock.	Ensure there are adequate wash down protocols in place during construction to prevent the spread of weeds and weed seeds.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 3 Land use and tenure NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

Theme	Potential issues/opportunities	Landholders suggestions for mitigation and management measures	Response / Cross-reference
	Loss of access, or diminished access to some parts of the property.	None	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 3 Land use and tenure NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Impacts on specific sites or locations important to landholders and their families.	Consult with landholders to develop appropriate mitigation and management measures.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Community, health, safety and wellbeing	Psychological, including emotional stress caused by the number of proposed projects in the area and the uncertainties regarding these.	None	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Roads and traffic	Interruption to lifestyle due to road detours and delays during construction and increased travel time or waiting periods at existing road intersections or new level-crossings due to increased number of trains.	None	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

5.7 SIA consultation

The NGBR Project team conducted a number of interviews to gain an understanding of the key social impacts and potential mitigation and management measures for the NGBR Project.

Table 5-8 provides an overview of the key issues and benefits raised during the SIA interviews. Details of potential impacts and mitigation and management measures are addressed in Volume 1 Chapter 15 Social and economic impacts.

Table 5-8 Key issues/opportunities raised during SIA consultation

Theme	Potential issues and opportunities	Stakeholder suggested mitigation and management measures	Response / Cross-reference
Local businesses and employment opportunities	Increase in local employment and business opportunities.	Promote local procurement opportunities. Adani to consider establishing training facilities and programs in Whitsunday Region to support the NGBR Project.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Housing and accommodation	Increase in demand for short term accommodation, competing with demand from other local industries such as tourism (this issue was not identified during consultation for the NGBR Project due to a downturn in tourism and housing markets, but has historically been problematic).	None	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Subsequent impacts on housing availability and affordability, with increased demand leading to decreased housing availability and increased housing rents and prices further leading to housing stress.	None	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Impacts such as increased traffic and anti-social behaviour associated with worker's accommodation camps.	None	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Workforce	Temporary or permanent increase in non-resident workforce (FIFO and DIDO workers).	Workforce strategy to accommodate both local residents and FIFO.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

Theme	Potential issues and opportunities	Stakeholder suggested mitigation and management measures	Response / Cross-reference
	Temporary or permanent increase in population due to in-migration of operational workforce (seen by stakeholders as a benefit).	Workforce strategy to accommodate both local residents and FIFO.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Issues related to staff attraction and retention in local businesses due to higher wages in the resource sector and higher cost of living in the region.	Work with local industry and regional development groups to develop workforce development and staff retention programs.	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Community, health, safety and wellbeing	Impacts on mental and emotional well-being of the locals due to project and increase in temporary population in the area during construction.	None	Refer to: NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Increased demand on existing social infrastructure services and facilities such as health, fire and rescue due to increase in workforce related population.	Consult with local service providers throughout the course of the NGBR Project and provide regular updates on the progress of the NGBR Project to assist local service providers to plan for additional resources if required.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 18 Hazard, risk, health and safety
	Increased risk of accidents, including road accidents due to increase in traffic on the local road network during construction.	Implement a traffic management plan and emergency management plan.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport

Theme	Potential issues and opportunities	Stakeholder suggested mitigation and management measures	Response / Cross-reference
	Increased risk of accidents at road/rail interfaces.	Implement a traffic management plan and emergency management plan.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport
	Introduction of new health conditions for which existing services do not cater, or increase in health conditions beyond the capacity of available services.		Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
	Impacts on health, liveability and amenity of sensitive receptors caused by air quality, noise and vibration (coal dust emission, noise and dust from construction activities and blasting if required to remove rock along the final rail corridor).	Suggested that Adani appropriately measure dust levels and implement procedures should the threshold ever be reached. Covered train wagons and coal veneering.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 4 Scenic amenity and lighting NGBR Project EIS Volume 1 Chapter 10 Air quality NGBR Project EIS Volume 1 Chapter 12 Noise and Vibration

Theme	Potential issues and opportunities	Stakeholder suggested mitigation and management measures	Response / Cross-reference
Roads and traffic	Increased heavy vehicle traffic increasing travel time and potential damage to local road infrastructure during construction.	Implement a traffic management plan and EMP Undertake consultation with regional councils.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport
	Safety, access and stock route issues related to rail road crossings.	Consult with state and local government in relation to stock route and road crossings.	Refer to: Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport NGBR Project EIS Volume 1 Chapter 18 Hazard, risk, health and safety
	Cumulative effects of multiple rail, mine and port projects in the region, particularly transport infrastructure.	None	Refer to: Volume 2 Appendix C NGBR Project realignment report Section 19 of Volume 1 Additional information to the Environmental Impact Statement

5.8 Summary of consultation results

The following Table 5-9 provides a summary of the consultation results and details of where the issues opportunities and suggested mitigation and management measures have been addressed in the EIS.

Table 5-9 Summary of consultation outcomes

Potential issues and opportunities	Response / Cross-reference
Local business and employment opportunities	
Support and development for local businesses and industry	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
New employment opportunities, apprenticeships and training resulting in long term career pathways for residents of the study area	
Increases spending in local economies	
Flow on benefits generating employment and business activity at a regional level	
The need for workforce training and procurement programs to provide opportunities for local people to work and/or supply goods and services	
Build capacity of local contractors and allow adequate lead time for the procurement process	
Housing and accommodation	
Poor quality of the existing housing stock	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
The region has suffered from a false economy of housing. Houses are sitting empty and they are waiting for the next big project to commence	
Cumulative impacts on housing availability and affordability should a number project come online at the same time (e.g. Port of Abbot Point expansion)	
Locals would prefer workers to live locally than in camps. Approximately 30 % of existing housing stock is currently available	
Existing infrastructure such as water supply and sewerage facilities constraining future growth of local towns	
Increased housing availability and improved housing affordability (current situation)	
Workforce supply	
The need for workforce training and procurement programs to provide opportunities for local people to work and/or supply goods and services	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Temporary camps to remain ‘temporary’ – avoid the transition of temporary constructions camps into permanent long term camps	
A sustainable mix of FIFO workforce and local workforce	

Potential issues and opportunities	Response / Cross-reference
Staff attraction and retention in local businesses	
Acceptance of a FIFO/DIDO workforce given the remote location of the NGBR Project (construction phase only)	
Opportunity to utilise existing airports in the region to support the NGBR Project	
Environment	
Potential for NGBR Project to cause flooding and surface water impacts	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 9 Water resources
Impacts on local waterways and indirect flow-on impacts to the Great Barrier Reef and related values including recreational pursuits by the local community	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 9 Water resources
Cumulative impacts on the environment e.g. water quality	Section 19 of Volume 1 Additional information to the Environmental Impact Statement
Coal dust from the high volume of train movements	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 10 Air quality
Concern over potential impacts of the NGBR Project on the Caley Valley Wetland	Volume 2 Appendix C NGBR Project realignment report Volume 2 Appendix D Revised matters of national environmental significance NGBR Project EIS Volume 1 Chapter 6 Nature conservation

Potential issues and opportunities	Response / Cross-reference
Impacts on local waterways and indirect flow-on impacts to the Great Barrier Reef and related values including recreational pursuits by the local community	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 9 Water resources
Multiuser rail corridor	
Strong support for multi user corridor.	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Potential opportunities for the rail line to freight other goods/products.	To be investigated.
Community, health, safety and wellbeing	
Consideration of broader disaster management procedures- location of camp, evacuation, non-natural emergencies etc. need to set up relationships with emergency services- need a helipad for construction camps.	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 18 Hazard, risk, health and safety
Inadequate capacity or resources to cater for emergencies in Bowen, Collinsville and Moranbah	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts NGBR Project EIS Volume 1 Chapter 18 Hazard, risk, health and safety
Shortage in nursing staff	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Attraction of skilled health staff such as doctors and nurses to regional areas	

Potential issues and opportunities	Response / Cross-reference
Impacts on health, liveability and amenity of sensitive receptors caused by air quality, noise and vibration	<p>Volume 2 Appendix C NGBR Project realignment report</p> <p>NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts</p> <p>NGBR Project EIS Volume 1 Chapter 4 Scenic amenity and lighting</p> <p>NGBR Project EIS Volume 1 Chapter 10 Air quality</p> <p>NGBR Project EIS Volume 1 Chapter 12 Noise and Vibration</p>
Impacts on mental and emotional well-being due to increase in temporary population in the area during construction	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Introduction of new health conditions for which existing services do not cater, or increase in health conditions beyond the capacity of available services.	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Land use and lifestyle	
Loss of ancestral property, reduction in emotional connection to land	NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Land fragmentation which may impact on agricultural land, cattle grazing, agricultural infrastructure, other related activities and property values	<p>Volume 2 Appendix C NGBR Project realignment report</p> <p>NGBR Project EIS Volume 1 Chapter 3 Land use and tenure</p> <p>NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts</p>

Potential issues and opportunities	Response / Cross-reference
Spread of weeds and weed seeds (by vehicles and workers) into landholder properties	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Erosion problems caused by the construction of bridges	Volume 2 Appendix C NGBR Project realignment report
Changes to scenic amenity, noise levels and air quality affecting residents and businesses	NGBR Project EIS Volume 1 Chapter 9 Water resources
The location of the NGBR Project final rail corridor alignment and ancillary infrastructure in the APSDA.	Volume 2 Appendix B Revised project description
Concerns around noise impacts on rail lines – especially any elevated sections near towns – e.g. Merinda.	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 12 Noise and Vibration
Roads and traffic	
Preference for stock route crossings to be grade separated	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 3 Land use and tenure NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts

Potential issues and opportunities	Response / Cross-reference
New rail crossings creating increased wait times and inconvenience for the public	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 3 Land use and tenure NGBR Project EIS Volume 1 Chapter 14 Transport
Driver fatigue risks associated with a DIDO workforce.	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport NGBR Project EIS Volume 1 Chapter 16 Social and economic impacts
Increased heavy vehicle traffic resulting in increased travel time and potential damage to local road infrastructure during construction	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport
Safety and access issues related to stock route, road and rail crossings	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport
Limited capacity of local government to keep pace with road maintenance.	Volume 2 Appendix C NGBR Project realignment report NGBR Project EIS Volume 1 Chapter 14 Transport

Potential issues and opportunities	Response / Cross-reference
Sterilisation of coal resources	
Known/potential sterilisation of coal resources and/or encroachment on existing mining tenements	Volume 2 Appendix C NGBR Project realignment report Volume 1 Additional information to the Environmental Impact Statement

6. Ongoing consultation

6.1 Overview

Consultation will continue throughout the life of the NGBR Project to ensure due consideration of stakeholder opportunities and concerns.

Ongoing consultation will involve:

- Maintaining the current good relationships and productive communications between Adani, landholders, Traditional Owners and government (at all levels)
- Establishing contact with other key stakeholders as new issues arise
- Disseminating information to, and having discussions with, stakeholders on key issues raised during the draft EIS assessment
- Identifying and responding to key issues and concerns of all stakeholders
- Preparing relevant documents for review by government agencies and other stakeholders
- Addressing specific concerns of various stakeholders on an ongoing basis
- Routine reporting and monitoring, in accordance with the environmental management plan for the NGBR Project

6.2 Communication techniques

Adani is committed to communicating with stakeholders throughout the life of the NGBR Project and a range of communication 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):

- Stakeholder meetings and briefings
- Notification letters
- Email updates
- NGBR Project free call telephone line
- Factsheets
- Website and SMS updates
- Public notices.

6.3 Consultation topics

In accordance with the overall approach to ongoing consultation, the range of topics will include any opportunities and concerns raised by stakeholders over the life of the NGBR Project. Topics identified during the NGBR Project EIS and AEIS for ongoing consultation include:

- Consultation with State agencies and local governments during the development of the traffic impact assessment and pavement impact assessment (forming the road impact assessment), road use management plan and traffic management plan – with regard to State-controlled roads

- Consultation with relevant infrastructure holders and Queensland Police Service regarding the road use management plan
- Consultation with State agencies and relevant infrastructure holders regarding final road and stock route crossing treatment arrangements, impact management practices and infrastructure agreements
- Consultation with State agencies regarding the Suttor River dam site (Restricted Area 8)
- Consultation with State agencies regarding management plans, including the Emergency Management Plan, Fauna Crossing Strategy, Dust Management Plan, Coal Dust Management Plan, Noise Management Plan (including applied noise standards)
- Consultation with State agencies including the Queensland Police Service regarding development of a Workforce Management Plan and workforce Code of Conduct
- Consultation with State agencies and local governments regarding the use of existing accommodation infrastructure
- Consultation with State agencies, regional development groups, local and regional business regarding supplier and employment opportunities
- Consultation with affected resource tenement holders and DNRM in regard to how and when consent is required (if any) to be obtained
- Consultation with key housing stakeholders in Bowen to implement accommodation management flexible to changing housing conditions
- Consultation with local governments regarding waste management requirements
- Consultation with relevant infrastructure holders including Aurizon, regarding interface with Aurizon assets and any associated risks, and electricity and pipeline infrastructure holders, regarding potential disruptions and appropriate protection measures
- Consultation with Native Title claimants and Traditional Owners including implementation of Cultural Heritage Management Plan and development of Indigenous Land Use Agreements
- Consultation with affected landholders regarding property impacts, valuation and compensation arrangements, including consideration of ongoing flood modelling and property-scale mapping.

7. References

International Association of Public Participation (IAP2) 2013, *IAP2 Public Participation Spectrum*

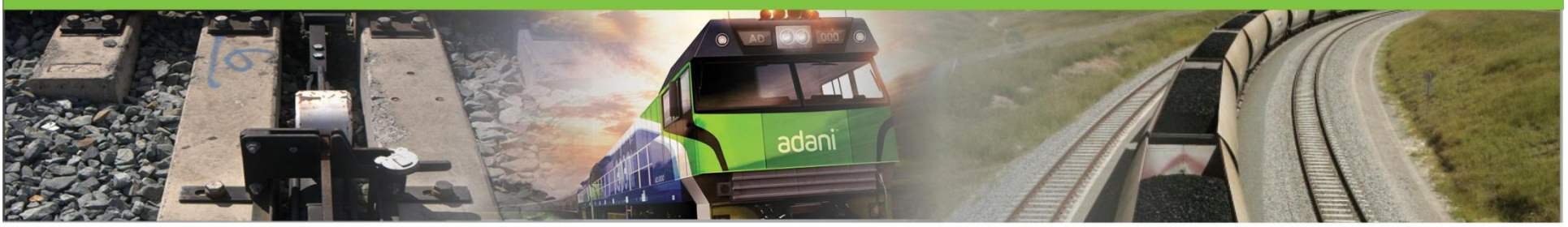
Ranbury 2013, *Landholder Access Report NGBR Corridor*, prepared for Adani Mining Pty Ltd
July 2013

Appendices

Appendix A DTOR PowerPoint presentation

Adani Mining Pty Ltd

NORTH GALILEE BASIN RAIL PROJECT Environmental Impact Statement

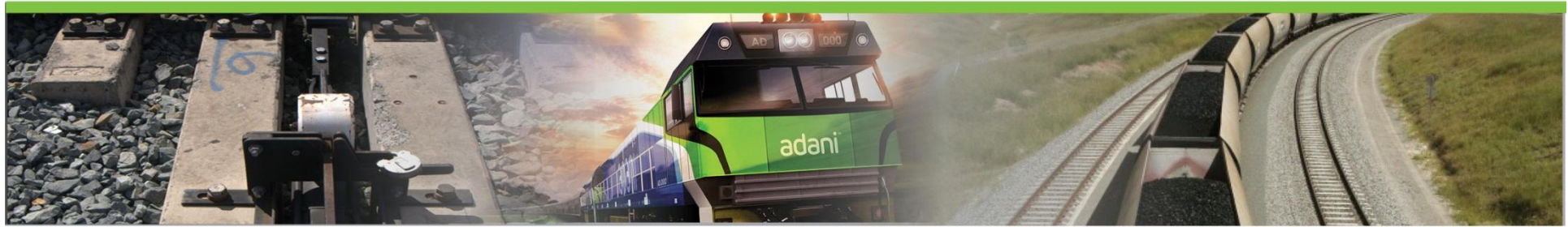


NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Outline

- North Galilee Basin Rail Project (NGBR Project) introduction
- NGBR Project approvals process
- NGBR Project Environmental Impact Statement (EIS)
- Questions and answers

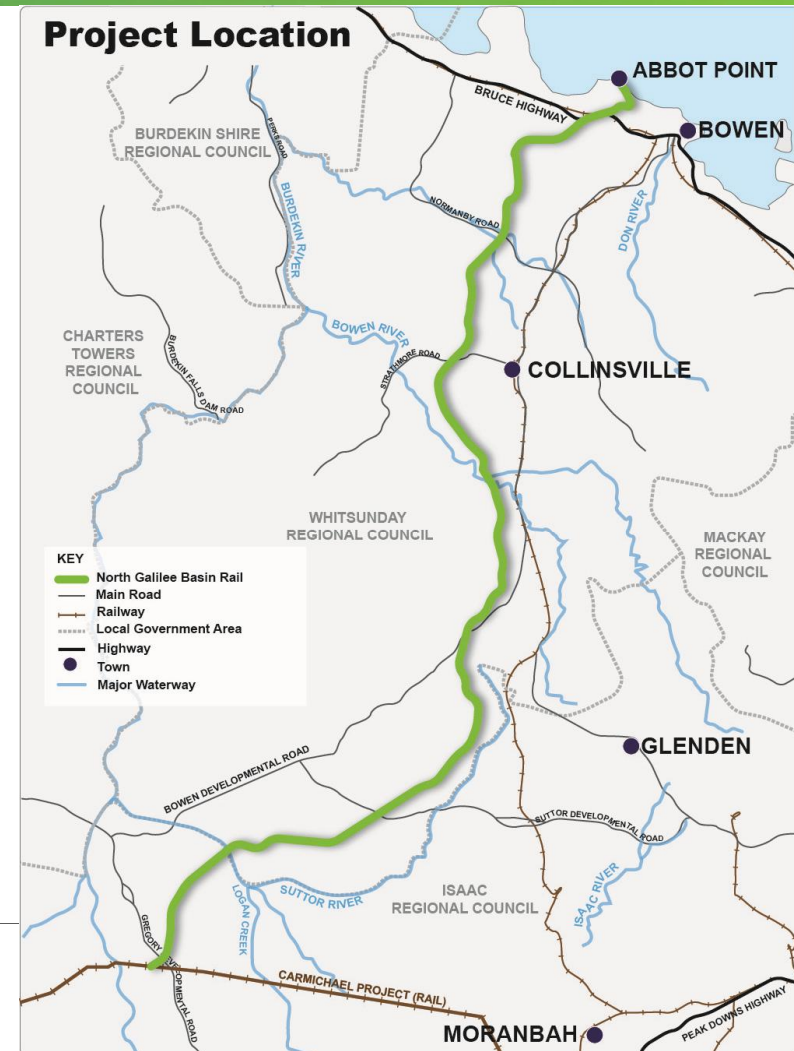


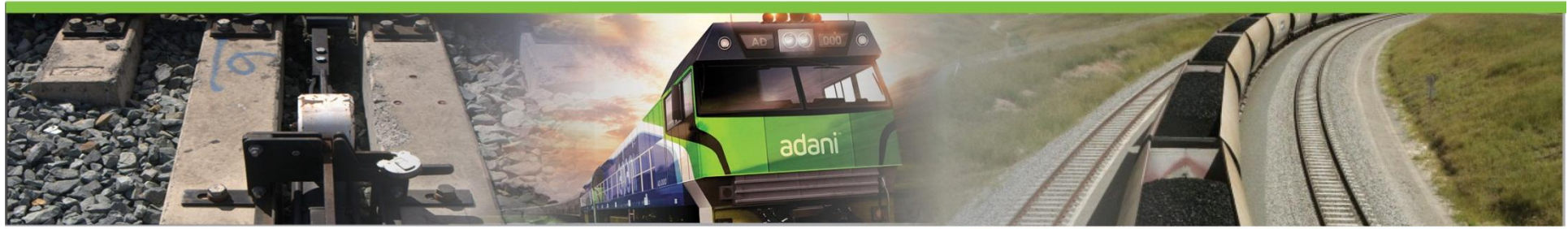
NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

NGBR Project

- Multi-user, standard gauge, greenfield rail line to connect the Galilee Basin to the Port of Abbot Point.
- Runs north from the proposed Carmichael Coal Mine and Rail Project's east-west rail corridor approximately 70 km east of the proposed Carmichael Mine.
- Approximately 300 km multi-user, standard gauge, greenfield rail line with an operational capacity of up to 100 Mtpa.
- Situated within the Whitsunday and Isaac Regional Council Local Government Areas.





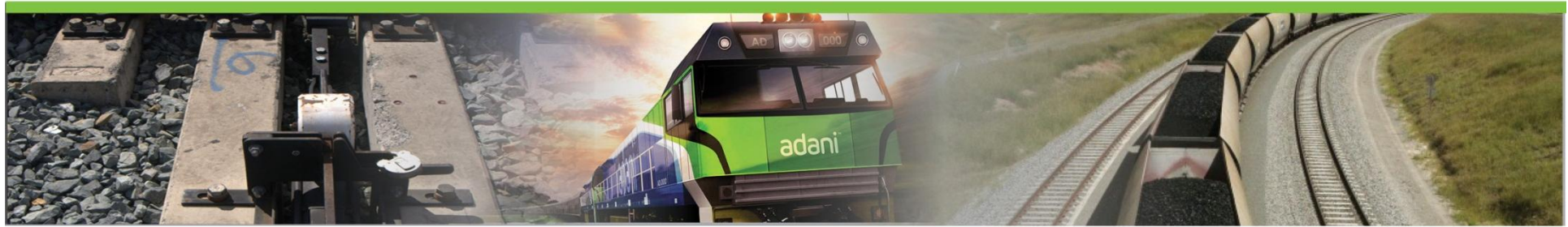
NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

NGBR Project Benefits

- Requires capital investment of approximately \$2.2 billion.
- Offers around 3,800 direct employment opportunities during construction and approximately 125 during operations.
- Provides an alternate, standard gauge, more efficient and shorter route to the Port of Abbot Point than a route via Moranbah.
- Increases regional rail capacity while reducing potential congestion on the Goonyella and Newlands rail systems. This will preserve regional rail lines for non-coal freight.
- Provides efficient access to the coal export facilities at the Port of Abbot Point.
- Delivers a range of benefits to the local, state and national economies.





NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

NGBR Approvals Process

- Declared a coordinated project on 14 June 2013 under the Queensland Government's *State Development and Public Works Organisation Act 1971*. This means that Environmental Impact Statement (EIS) will be required.
- On 27 June 2013, the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) determined the NGBR Project to be a controlled action requiring assessment by EIS under the *Environment Protection and Biodiversity Conservation Act 1999*.
- The NGBR Project will seek other State and local approvals and permits during and following the EIS process.
- Adani Mining Pty Ltd (Adani) will investigate the environmental, socio-economic and cultural implications of the NGBR Project, and will consult with stakeholders throughout the EIS process.

2013

DRAFT TERMS OF REFERENCE – July 2013

FINAL TERMS OF REFERENCE – August 2013

EIS PREPARATION – throughout 2013

PUBLIC DISPLAY OF EIS – late 2013

SUPPLEMENTARY EIS

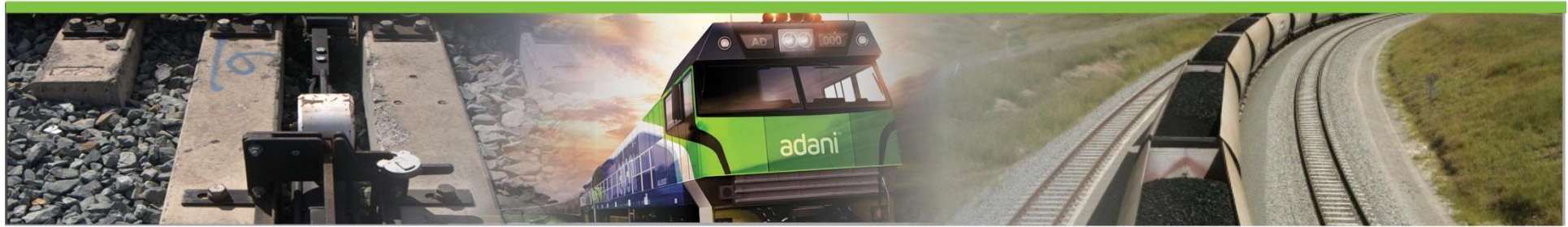
ASSESSMENT REPORT/S

2014

CONSTRUCTION – scheduled to commence 2014

2016

OPERATIONS- scheduled to commence in 2016

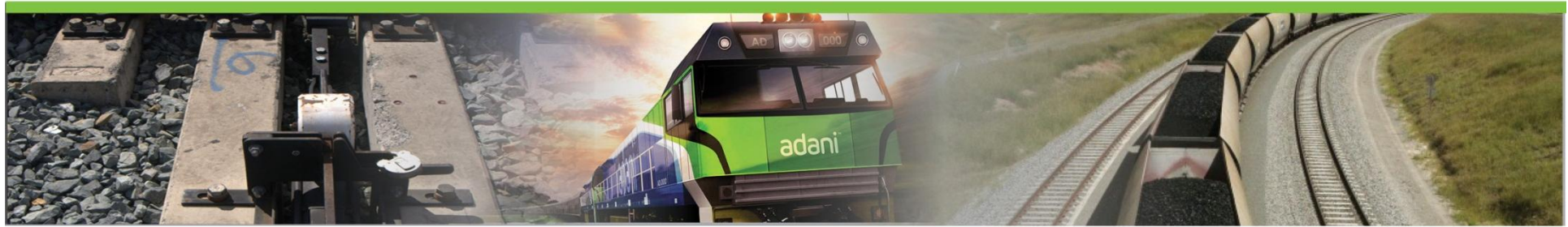


NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

GHD

- GHD is the consulting firm undertaking the EIS on behalf of Adani.
- Completed numerous EIS's for major projects across Queensland, including Adani's Carmichael Coal Mine and Rail Project.
- Key personnel are working across both projects and bring strong EIS experience to the NGBR Project.
- One of the world's leading engineering, architecture and environmental consulting companies.
- Established in Australia in 1928 and employs more than 6,000 people across five continents and serves clients in the global markets of water, energy and resources, environment, property and buildings, and transportation.

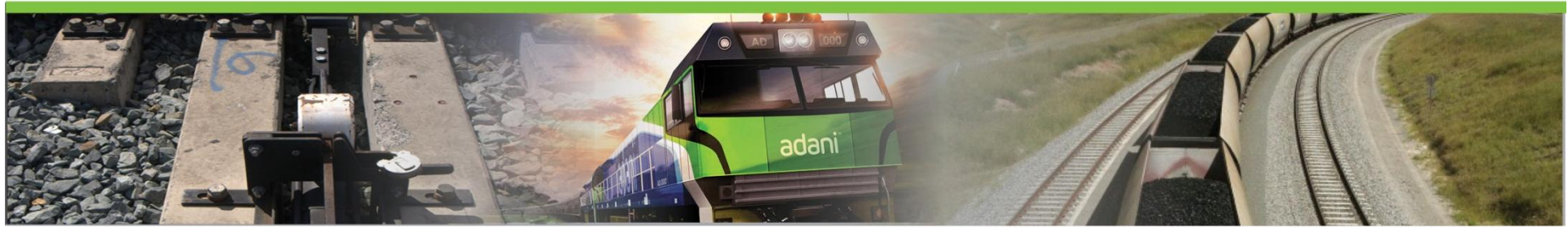


NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

NGBR EIS

- **Nature conservation**
 - Sensitive environmental areas
 - Terrestrial flora
 - Terrestrial fauna
 - Aquatic biology and ecology
- **Land**
 - Land use and tenure
 - Scenic amenity and lighting
 - Topography, geology and soil
 - Land contamination
- **Water resources**
 - hydrology
 - hydrogeology
 - water quality
- **Air quality**
 - Emissions, including soil and coal dust
- **Noise and vibration**
- **Greenhouse gas emissions**
- **Waste**
 - Waste generation and management
- **Transport**
 - Existing infrastructure and alterations
 - Transport activities and routes
 - Transport impact management
- **Cultural heritage (Indigenous and non-Indigenous)**
- **Social and economic**
 - community and stakeholder engagement
 - workforce management
 - housing and accommodation
 - local business and industry content
 - health and community wellbeing
- **Hazard and risk**
- **Coastal environment**
- **Climate and natural hazards**



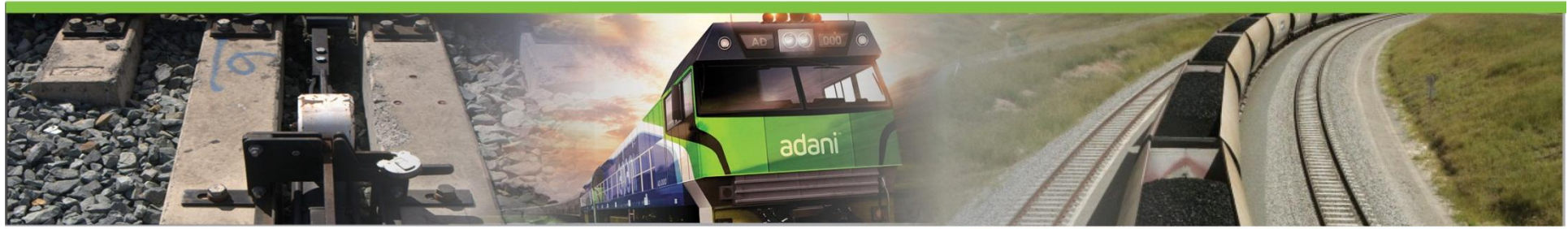
NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Technical studies

- **Ecology**
 - Post wet season surveys undertaken to identify plant and animal species of conservation significance.
 - Desktop assessment to determine likelihood of occurrence of species not encountered during fieldwork.
- **Water quality assessment**
- **Hydrological modelling**
 - To determine the appropriate crossing structures
- **Consultation**
 - Social impact assessment interviews and public consultation on draft TOR
- **Economic modelling**





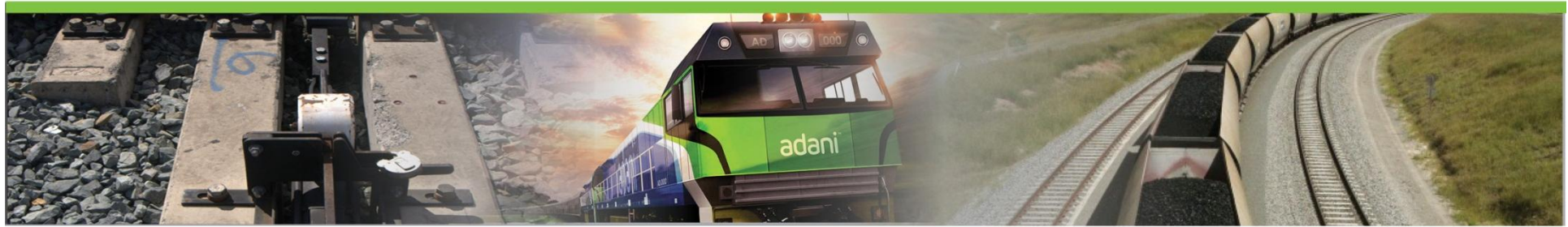
NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Technical studies

- **Cultural Heritage**
- **Noise and air quality**
 - Quantifying and assessing the impacts of dust in the construction and operation of the NGBR Project.
- **Transport and land access**
 - Considering ways to minimising disruption to existing road or rail network, land access and road use management during construction activities.
- **Scenic amenity**
 - Field work to characterise existing scenic value of the region to inform the assessment of the impacts on the NGBR Project.





NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Stakeholder Feedback

Adani welcomes stakeholder questions and feedback. As a part of the EIS process stakeholders can provide feedback through:

- Freecall information line: 1800 086 640
- Email: ngbr-eis@ghd.com
- Post : North Galilee Basin Rail Project
GPO Box 668, Brisbane, QLD 4001
- Attending a community information session during the draft TOR and draft EIS public consultation periods.

Further information is available at the NGBR Project website:

http://adanimining.com/Australia_Rail_Prj

adani NORTH GALILEE BASIN RAIL PROJECT
Environmental Impact Statement

About the Project

Adani is proposing to develop the North Galilee Basin Rail Project, a multi-user standard gauge rail line to connect the north Galilee Basin to the Port of Abbot Point.

The NGBR Project will run north from the proposed Carmichael Coal Mine and Rail Project's east-west rail corridor approximately 70 kilometres east of the proposed Carmichael Mine, in the vicinity of Mistake Creek, to connect with supporting infrastructure at the Port of Abbot Point.

The NGBR Project will comprise development of approximately 300 km standard gauge greenfield rail line with an operational capacity of up to 100 million tonnes per annum (Mtpa). The NGBR Project, currently a 1,000 m wide preliminary investigation corridor (to be refined to a 100 m wide final rail corridor), is situated within the Whitsunday and Isaac Regional Council Local Government Areas.

Construction of the NGBR Project is expected to commence in 2014, subject to approvals, and be completed within approximately two years. Operation of the NGBR Project will coincide with completion of the construction and commencement of Carmichael Coal Mine output, currently expected in 2016.

Project Location

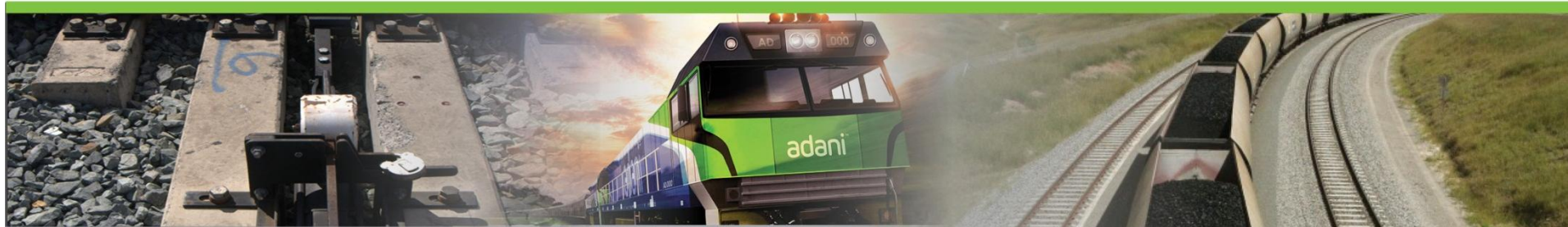
Project Benefits

- It is estimated that the NGBR Project will require capital investment of approximately \$2.2 billion.
- The NGBR Project will provide around 3,800 direct employment opportunities during construction and approximately 125 during operations.
- The NGBR Project provides a more direct route to the Port of Abbot Point than a route via Moranbah.
- The NGBR Project reduces potential rail congestion and cumulative impacts compared to a route via Moranbah.
- Increases regional rail capacity while reducing potential congestion on the Goonyella and Newlands rail systems. This will preserve regional rail lines for non-coal freight.
- Provides efficient access to the growing coal export facilities at the Port of Abbot Point through the related Carmichael Coal Mine and Rail Project.

NGBR Project EIS Enquiries

Phone: 1800 086 640*
Email: ngbr-eis@ghd.com
Write to: North Galilee Basin Rail Project, GPO Box 2569, Brisbane, QLD 4001

* Monday to Friday, 9:30 am - 6:00 pm. Free call from fixed lines in Australia, charges apply for mobile phones.

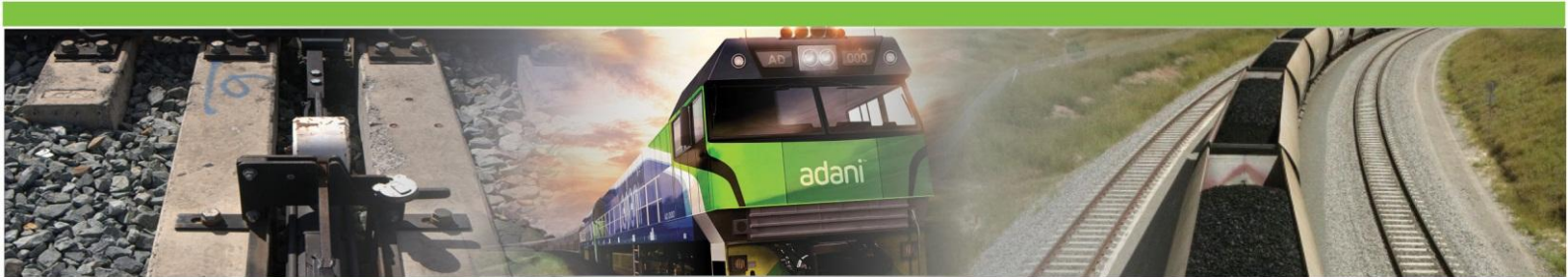


NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Questions and answers

Appendix B Display posters



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

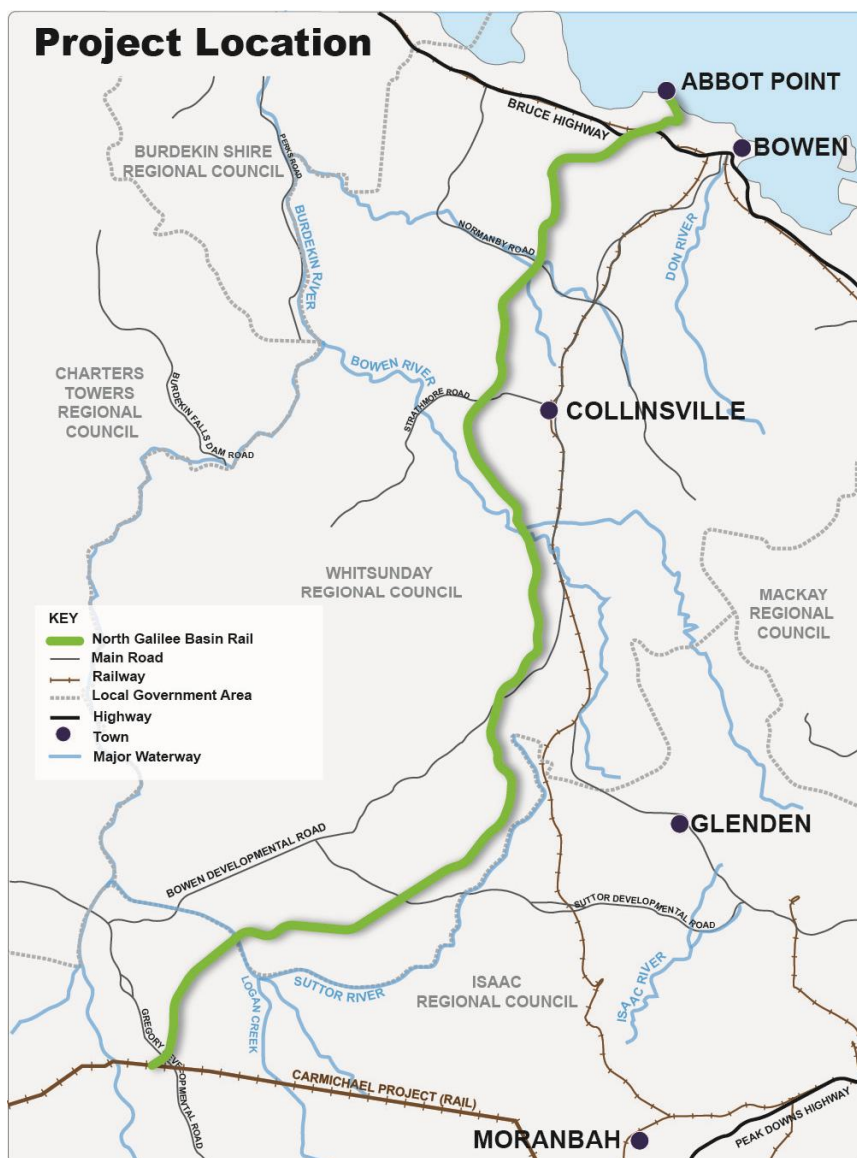
About the Project

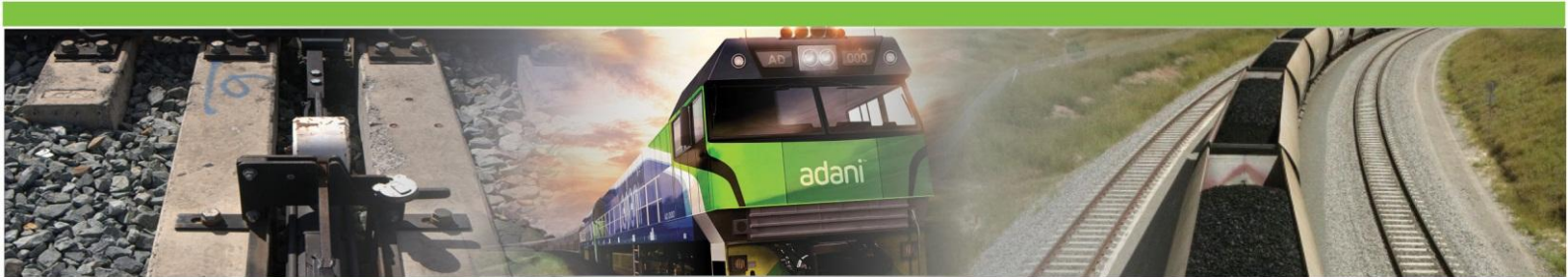
Adani Mining Pty Ltd (Adani) is proposing to develop the NGBR Project, a multi-user, standard gauge, greenfield rail line to connect the Galilee Basin to the Port of Abbot Point.

The NGBR Project will run north from the proposed Carmichael Coal Mine and Rail Project's east-west rail corridor approximately 70 kilometres east of the proposed Carmichael Mine, in the vicinity of Mistake Creek, to connect with supporting infrastructure at the Port of Abbot Point.

NGBR Project Fast Facts

Local Government Area	<ul style="list-style-type: none"> Whitsunday Regional Council Isaac Regional Council
Investment	<ul style="list-style-type: none"> \$2.2 billion
Associated Infrastructure	<ul style="list-style-type: none"> Loops, maintenance road and facilities, water supply, rail bridges, stock and waterway crossings, workforce accommodation, fencing, maintenance yards, lay downs
Track Gauge and capacity	<ul style="list-style-type: none"> Multi-user , standard gauge, greenfield rail line approximately 300 km in length Operational capacity up to 100 Million tonnes per annum Will assist in meeting the demands of future mines proposed in the Galilee Basin. Will preserve existing rail for non-coal freight
Train operations and frequency	<ul style="list-style-type: none"> 24 hours, 7 days a week, 365 days a year Diesel-electric trains 240 wagons and four locomotives Train lengths approximately 4,500 m carrying approximately 25,000 tonnes.
Job creation	<ul style="list-style-type: none"> Construction: 3,800 persons Operations: 125 persons





NORTH GALILEE BASIN RAIL PROJECT

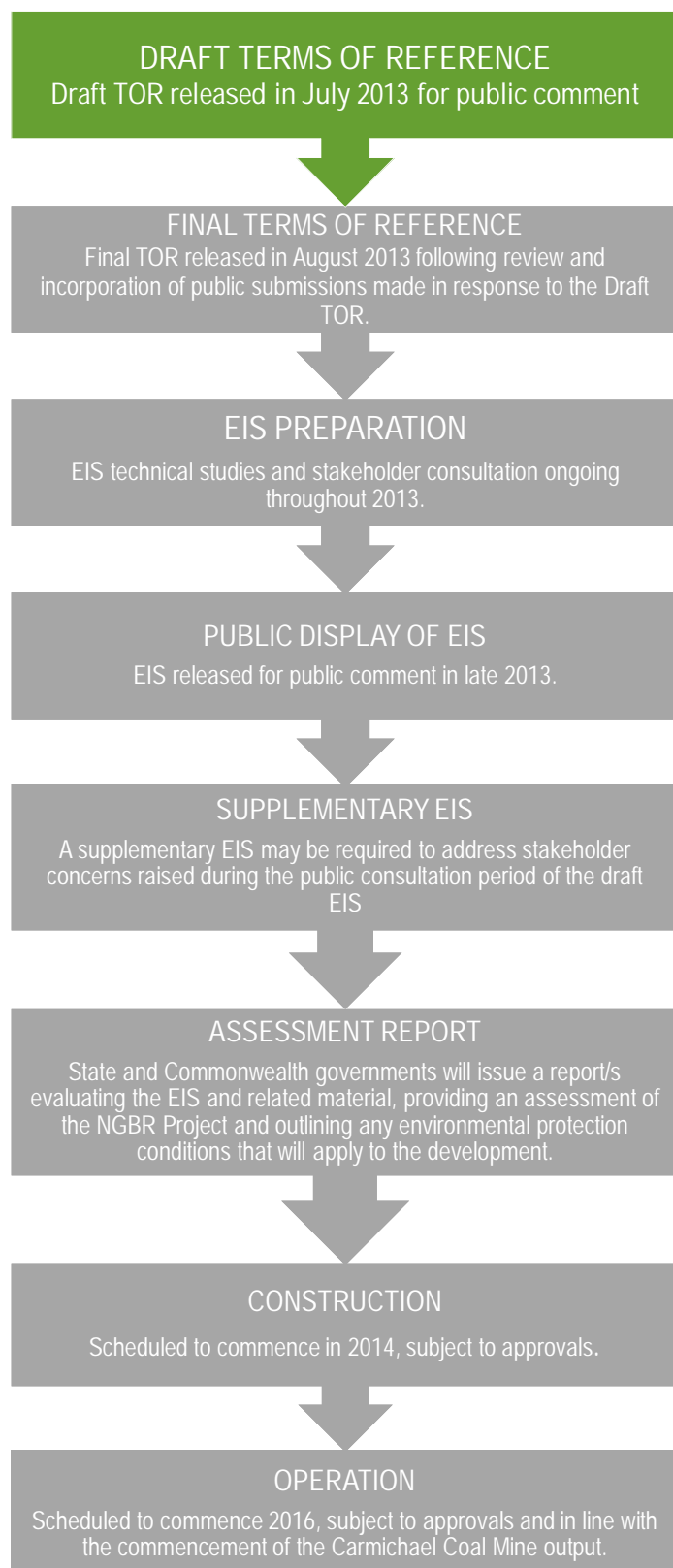
Environmental Impact Statement

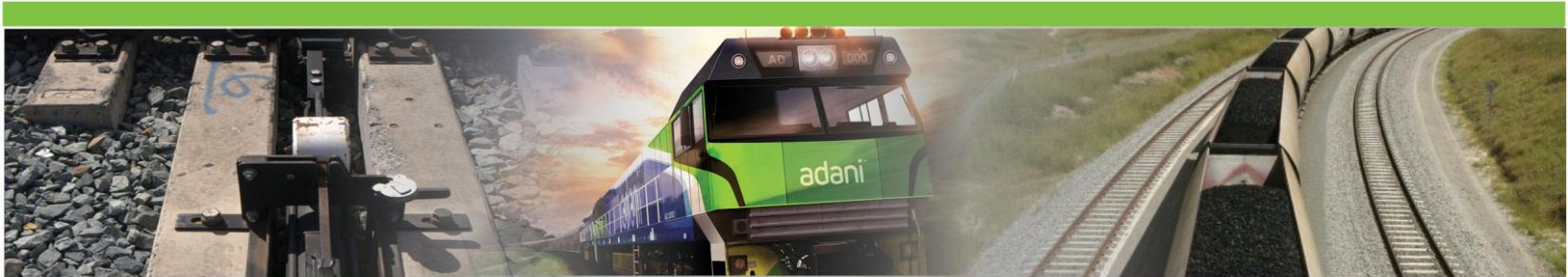
Approvals

- The NGBR Project was declared a coordinated project on 14 June 2013 under the Queensland Government's *State Development and Public Works Organisation Act 1971*. This means that an Environmental Impact Statement (EIS) will be required.
- On 27 June 2013, the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) determined the NGBR Project to be a controlled action requiring assessment by EIS under the *Environment Protection and Biodiversity Conservation Act 1999*.
- The draft Terms of Reference (TOR) were released on 13 July 2013 for a public comment period of 21 business days.
- The draft TOR set out the general and specific matters the project proponent must address when preparing the EIS.
- The EIS will identify any potential impacts associated with the construction and operation of the NGBR Project and will identify where impacts can be avoided and where avoidance is not practicable how impacts can be managed.
- Investigations will include an assessment of the potential environmental, social and cultural impacts of the NGBR Project. These investigations will occur in a variety of ways, including consultation and onsite data collection.



EIS Process & Timing





NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Project Benefits

- Requires capital investment of approximately \$2.2 billion.
- Offers around 3,800 direct employment opportunities during construction and approximately 125 during operations.
- Provides an alternate, standard gauge, more efficient and shorter route to the Port of Abbot Point than a route via Moranbah. The NGBR Project meets the requirement of being the optimal long-term rail solution for the Galilee Basin.
- Increases regional rail capacity while reducing potential congestion on the Goonyella and Newlands rail systems. This will preserve regional rail lines for non-coal freight.
- Provides efficient access to the coal export facilities at the Port of Abbot Point.
- Delivers a range of benefits to the local, state and national economies.



About Adani

Adani Mining Pty Ltd (Adani) is an Australian subsidiary of the Adani Group, a company based in Ahmedabad, India. Adani is a global integrated infrastructure player with businesses spanning coal trading, coal mining, oil and gas exploration, ports, multimodal logistics, including rail, power generation and transmission and gas distribution.

Adani's diverse interests in global trading, development and operation of ports, inland container terminals, establishment of special economic zones, oil refining, logistics, gas distribution, power generation, transmission and trading means that Adani is well placed to undertake and fund a rail project of this scale and nature.

Stakeholder Feedback

Adani welcomes stakeholder questions and feedback. As part of the EIS, stakeholders can provide feedback through:

Phone: 1800 086 640*

Email: ngbr-eis@ghd.com

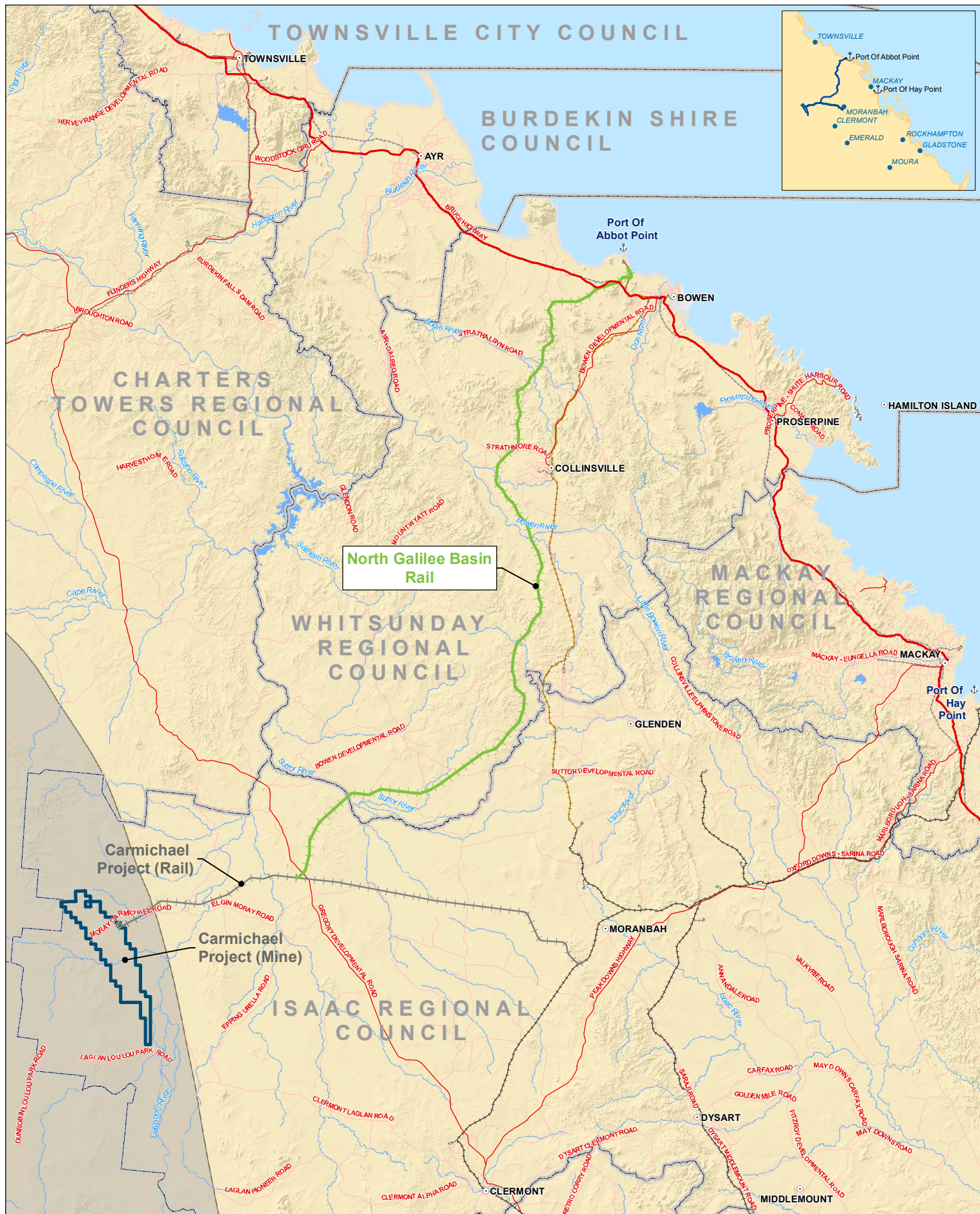
Write to: North Galilee Basin Rail Project
GPO Box 668
Brisbane QLD 4001

Further information

Further information is available at the NGBR Project website:

http://adaniminig.com/Australia_Rail_Prj.aspx

* Monday to Friday, 8.30 am - 5.00 pm. Free call from fixed lines in Australia, charges apply for mobile phones



LEGEND

- Major Port
- Town
- North Galilee Basin Rail
- Carmichael Project (Rail)
- Other Rail Network
- Carmichael Project (Mine)
- Major Road
- Minor Road
- Local Government Area
- Waterbody
- Goonyella System
- Galilee Basin
- Bruce Highway
- Newlands System
- Watercourse

1:600,000 Paper Size A1
 0 5 10 20 30 40
 Kilometres
 Map Projection: Transverse Mercator
 Horizontal Datum: GDA 1994
 Grid: GDA 1994 MGA Zone 55



adani

Adani Mining Pty Ltd
 North Galilee Basin Rail

Project Location

Job Number 41-26457
 Revision B
 Date 15 Jul 2013

Figure 1

G:\4126457\GIS\Map\MXD\0000_Overview\41_26457_2016_rev_b.mxd

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Data source: © Commonwealth of Australia (Geoscience Australia); Town, Railways, Watercourses (2007); DNRM: LGA (2011); DMF: State Roads (2008); DME: EPC1690 (2010); EPC1080 (2011); GHD: Port (2010); Adani: Alignment Opt6 Rev3 (2012); NGBR Alignment Opt6 Rev 2 (2013).

145 Ann Street Brisbane QLD 4000 Australia T 61 7 3316 3000 F 61 7 3316 3333 E bnmemail@ghd.com W www.ghd.com

Appendix C Project factsheet



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

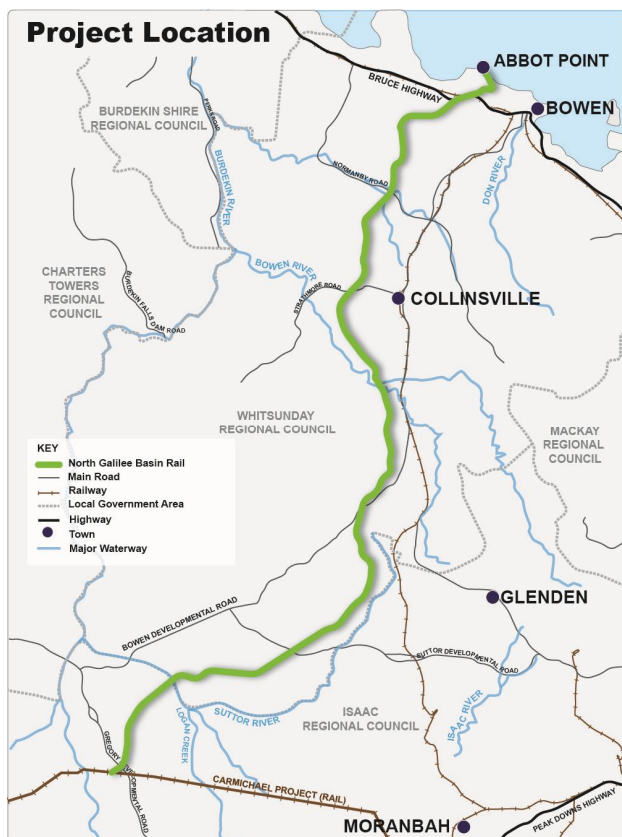
About the Project

Adani Mining Pty Ltd (Adani) is proposing to develop the North Galilee Basin Rail Project (NGBR Project), a multi-user standard gauge, greenfield rail line to connect the Galilee Basin to the Port of Abbot Point.

The NGBR Project will run north from the proposed Carmichael Coal Mine and Rail Project's east-west rail corridor approximately 70 kilometres east of the proposed Carmichael Mine, in the vicinity of Mistake Creek, to connect with supporting infrastructure at the Port of Abbot Point.

The NGBR Project will involve the development of an approximately 300 km multi-user, standard gauge, greenfield rail line with an operational capacity of up to 100 million tonnes per annum (Mtpa). The NGBR Project, currently a 1,000 m wide preliminary investigation corridor (to be refined to a 100 m wide final rail corridor), is situated within the Whitsunday and Isaac Regional Council Local Government Areas.

Construction of the NGBR Project is expected to commence in 2014, subject to approvals, and be completed within approximately two years. Operation of the NGBR Project will coincide with completion of the construction and commencement of Carmichael Coal Mine output, currently expected in 2016.



Project Benefits

- Requires capital investment of approximately \$2.2 billion.
- Offers around 3,800 direct employment opportunities during construction and approximately 125 during operations.
- Provides an alternate, standard gauge, more efficient and shorter route to the Port of Abbot Point than a route via Moranbah. The NGBR Project meets the requirement of being the optimal long-term rail solution for the Galilee Basin.
- Increases regional rail capacity while reducing potential congestion on the Goonyella and Newlands rail systems. This will preserve regional rail lines for non-coal freight.
- Provides efficient access to the coal export facilities at the Port of Abbot Point.
- Delivers a range of benefits to the local, state and national economies.

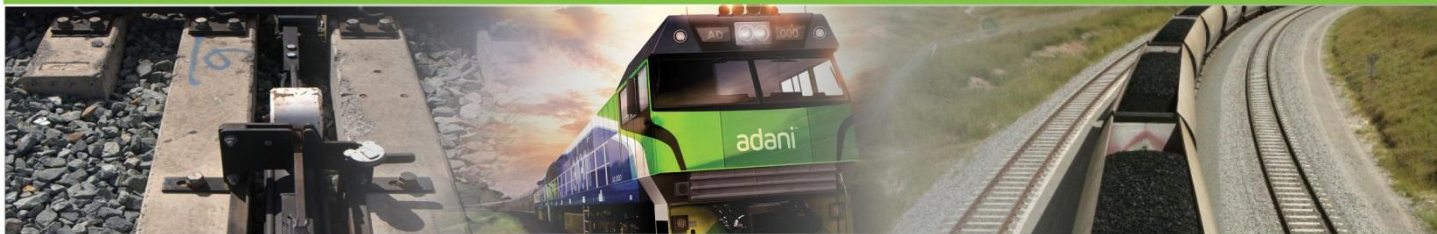
NGBR Project EIS Enquiries

Phone: 1800 086 640*

Email: ngr-eis@ghd.com

Write to: North Galilee Basin Rail Project GPO Box 668, Brisbane, QLD 4001

* Monday to Friday, 8.30 am - 5.00 pm. Free call from fixed lines in Australia, charges apply for mobile phones



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Approvals

The NGBR Project was declared a coordinated project on 14 June 2013 under the Queensland Government's *State Development and Public Works Organisation Act 1971*. This means that an Environmental Impact Statement (EIS) will be required.

On 27 June 2013 the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) determined the NGBR Project to be a controlled action requiring assessment by EIS under the *Environment Protection and Biodiversity Conservation Act 1999*.

The draft Terms of Reference (TOR), which outline the matters which the EIS must address, were released by the Office of the Coordinator-General on 13 July 2013 for a public comment period of 21 business days. This document and the submission process can be viewed on the government's website (<http://www.dsdp.qld.gov.au/assessments-and-approvals/north-galilee-basin-rail-project.html>). Once the public comment period closes, 12 August 2013, any submissions will be assessed by the Office of the Coordinator-General and a final TOR will be published.

Stakeholder Feedback

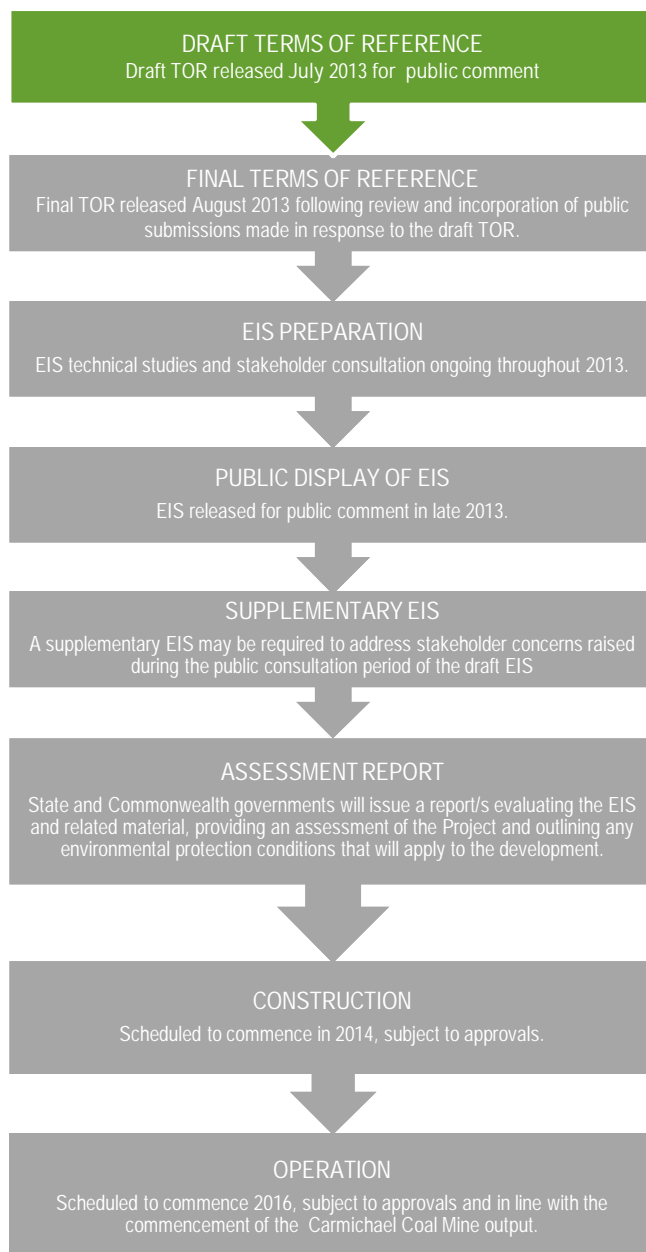
Stakeholder feedback is important to help us understand what the social, economic or environmental impacts of the NGBR Project may be. It further assists us to identify appropriate mitigation, management or enhancement strategies. Adani welcomes stakeholder questions and feedback. As part of the EIS process, stakeholders can provide feedback through:

- **Freecall information line:** 1800 086 640*
- **Email:** ngbr-eis@ghd.com
- **Write to:** North Galilee Basin Rail Project
GPO Box 668, Brisbane, QLD 4001
- **Community information sessions to meet the EIS study team and ask questions.**

Further Information

Further information is available at the NGBR Project website: http://adanimining.com/Australia_Rail_Prj.aspx

EIS Process & Timing



About Adani

Adani Mining Pty Ltd (Adani) is an Australian subsidiary of the Adani Group, a company based in Ahmedabad, India. Adani is a global integrated infrastructure player with businesses spanning coal trading, coal mining, oil and gas exploration, ports, multimodal logistics, including rail, power generation and transmission and gas distribution.

Appendix D Paid advertising



North Galilee Basin Rail Project Environmental Impact Statement Community Information Sessions

Adani Mining Pty Ltd (Adani) proposes to develop the North Galilee Basin Rail Project (NGBR Project), a multi-user, standard gauge, greenfield rail line to connect the Galilee Basin to the Port of Abbot Point.

The NGBR Project was declared a coordinated project on 14 June 2013 under the Queensland Government's *State Development and Public Works Organisation Act 1971*. This means that an Environmental Impact Statement (EIS) will be required. The draft Terms of Reference (TOR), were released by the Office of the Coordinator-General on 13 July 2013 for a public comment period of 21 business days.

On 27 June 2013, the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) determined the NGBR Project to be a controlled action requiring an assessment by EIS under the *Environment Protection and Biodiversity Conservation Act 1999*.

To coincide with the public comment period, Adani is hosting three community information sessions and extends an open invitation to interested parties. The sessions will be held at the following times and locations.

Moranbah	Moranbah Community Centre, Town Square Tuesday 23 July, 4pm-7pm
Collinsville	Collinsville Community Centre, Conway Street Wednesday 24 July, 4pm-7pm
Bowen	Bowen PCYC, Corner of Hay Street and Queens Road Thursday 25 July, 4pm-7pm

Details about the NGBR Project and draft TOR will be on display and the EIS study team will be available to answer any questions

For more information, please contact the EIS study team on 1800 086 640* (Monday to Friday, 8.30am - 5.00pm), email ngrb-eis@ghd.com.au, write to North Galilee Basin Rail Project GPO Box 668, Brisbane, QLD 4001 or visit www.adanimining.com/Australia_Rail_Prj.aspx

* Free call from fixed lines in Australia, charges apply for mobile phones.

Appendix E Website snapshot

[About us](#) [Businesses](#) [Media](#) [Investor relations](#) [Contact](#)[Group sites](#)[Mining - Australia](#)[Mining - Indonesia](#)[Mining - India](#)

About Adani Mining Australia

Carmichael Coal Mine and Rail Project

North Galilee Basin Rail Project

[Project location](#)

[Environmental Impact Statement](#)

[- Overview](#)

Sustainability

Social responsibility

Vendors

Careers

Health and Safety

Corporate finance

North Galilee Basin Rail Project

The Galilee Basin is potentially the last undeveloped coal resource within Queensland and has the potential to become the largest coal producing region in the State.

Adani is proposing to develop the North Galilee Basin Rail Project (NGBR Project) to transport coal from the Galilee Basin to the Port of Abbot Point via a multi-user, greenfield, standard gauge rail line. The NGBR Project will provide an alternate and shorter route to Abbot Point compared to the existing narrow gauge system via Moranbah.

About us
[Chairman's message](#)
[Values, Vision and Culture](#)

Businesses
[Mining in India](#)
[Mining in Indonesia](#)

Media
[Adani News Australia](#)

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Mining - Australia

Mining - Indonesia

Mining - India

About Adani Mining Australia

Carmichael Coal Mine and Rail Project

North Galilee Basin Rail Project

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About Adani Mining Australia

Carmichael Coal Mine and Rail Project

North Galilee Basin Rail Project

Project location

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Health and Safety

Overview

On June 14, 2013, the Queensland Government declared the North Galilee Basin Rail Project (NGBR Project) a coordinated project. This means that it requires an Environmental Impact Statement (EIS) in accordance with the *State Development and Public Works Organisation Act 1971*.

The EIS will be developed with the objective of avoiding or mitigating all potentially adverse impacts to environmental, social and economic values and enhancing positive impacts. Where unavoidable residual impacts exist, these will be offset in accordance with State and Commonwealth Government policies.

The draft Terms of Reference (TOR), which outline the matters the EIS must address, were released by the Office of the Coordinator-General on July 13, 2013 for a public comment period of 21 business days.

To download a copy of the TOR and for more information on the submission process, please visit the [Department of State Development, Infrastructure and Planning](#)

Once the public comment period closes, on the 12 August 2013, any submissions will be assessed by the Office of the Coordinator-General and a final TOR will be published.

On 27 June 2013, the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) determined the NGBR Project to be a controlled action requiring assessment by EIS under the *Environment Protection and Biodiversity Conservation Act 1999* (referral number: EPBC 2013/6885). Details of the referral and assessment decision can be viewed at the [Department of Sustainability, Environment, Water, Population and Communities](#)

Environmental and social impact assessments for the NGBR Project are currently underway and the draft EIS is expected to be released for public comment in late 2013.

For key details about the NGBR Project, please download the NGBR Project newsletter [here](#).

Public Consultation

Adani Mining Pty Ltd (Adani) is committed to engaging openly and transparently with communities, government agencies, interest groups, local businesses and landholders throughout the EIS process.

To coincide with the draft TOR public comment period, Adani is hosting three community information sessions in Moranbah, Collinsville and Bowen and extends an open invitation to interested parties. Details about the NGBR Project will be on display during the sessions and the EIS study team will be available to answer any questions.

The community information sessions will be held at the following times and locations.

Location	Venue	Date and Time
Moranbah	Moranbah Community Centre, Town Square	Tuesday 23 July, 4pm-7pm
Collinsville	Collinsville Community Centre, Conway Street	Wednesday 24 July, 4pm-7pm
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About Adani Mining Australia

Carmichael Coal Mine and Rail Project

North Galilee Basin Rail Project

Project location

[Environmental Impact Statement](#)

- Overview

Sustainability

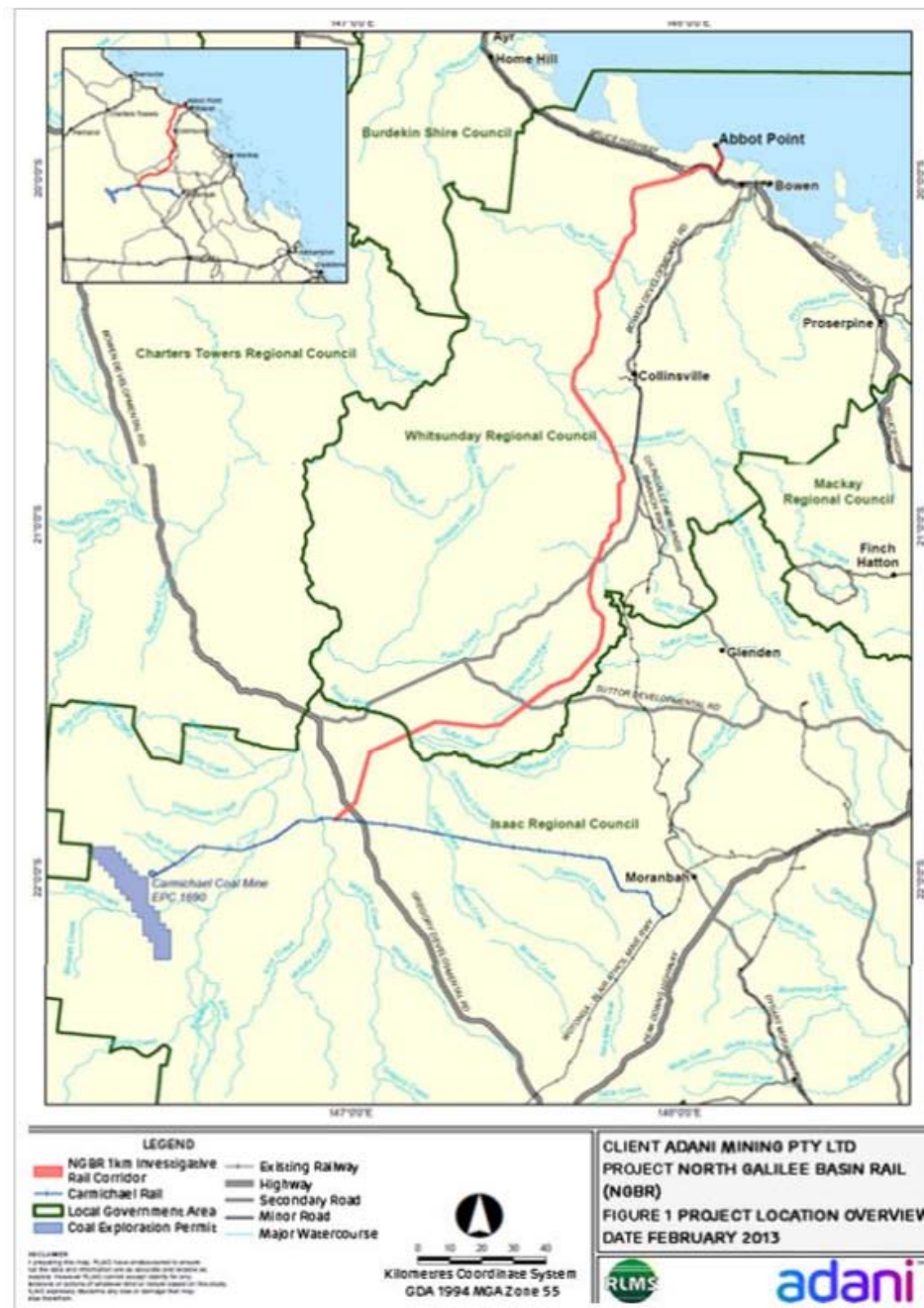
Social responsibility

Vendors

Careers

Health and Safety

Project Location



The project will comprise the development of an approximately 300 km long standard gauge, greenfield rail line with an operational capacity of up to 100 million tonnes per annum (Mtpa). The alignment will run from the proposed Carmichael Coal Mine and Rail Project dual gauge line in the vicinity of Mistake Creek and head northward to connect with supporting infrastructure at the Port of Abbot Point, near Bowen, Queensland.

About Adani Mining Australia

Carmichael Coal Mine and Rail Project

North Galilee Basin Rail Project

Project location

Environmental Impact Statement

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Social responsibility

Vendors

Careers

Health and Safety

Overview

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The EIS will be developed with the objective of avoiding or mitigating all potentially adverse impacts to environmental, social and economic values and enhancing positive impacts. Where unavoidable residual impacts exist, these will be offset in accordance with State and Commonwealth Government policies.

The Terms of Reference (TOR), which outline the matters the EIS must address, were released by the Office of the Coordinator-General on August 23, 2013.

For more information on the TOR, please visit the [Department of State Development, Infrastructure and Planning website](#).

On 27 June 2013, the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) determined the NGBR Project to be a controlled action requiring assessment by EIS under the Environment Protection and Biodiversity Conservation Act 1999 (referral number: EPBC 2013/6885). Details of the referral, assessment decision and guidelines can be viewed at the [Department of Sustainability, Environment, Water, Population and Communities website](#).

Environmental and social impact assessments for the NGBR Project are currently underway and the draft EIS is expected to be released for public comment in late 2013.

For key details about the NGBR Project, please download the NGBR Project newsletter [here](#).

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To coincide with the draft TOR public comment period, Adani hosted three community information sessions in Moranbah, Collinsville and Bowen and extended an open invitation to interested parties.

Adani will be hosting further community information sessions for the NGBR Project to coincide with the public release of the EIS.

For further information on the NGBR EIS, please contact the EIS study team by:

Phoning: 1800 086 640 (Monday to Friday, 8.30 am to 5.00 pm)*

Emailing: ngr-eis@ghd.com

For non-EIS related queries you can contact Adani directly on:

Telephone 1800 4 ADANI* (1800 423 264)

Email: ngr@adani.com

*Phone calls may not be free from mobile service providers

About us

Chairman's message
Values, Vision and Culture
Social responsibility

Businesses

Mining in India
Mining in Indonesia
Mining in Australia

Media

Adani News Australia

Investor relations

Contact

Appendix F Feedback form



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Thank you for your feedback

Fold in 3 along the dotted line, seal with tape and post

Fold 2nd

North Galilee Basin Rail Project
GPO BOX 668
Brisbane QLD 4001

Fold 1st

**Please provide your contact details if you would like to be kept informed about the
NGBR Project EIS**

Name:

Address:

Email:

Daytime phone:

Group represented (if applicable):

For more information about the NGBR Project EIS:

Phone: 1800 086 840* Email: ngbr-eis@ghd.com

Web: http://adanimining.com/Australia_Rail_Prj.aspx

* Monday to Friday 8.30am - 5.00pm. Free call from land lines in Australia, charges apply for mobile phones

Privacy: Adani and GHD abide by the privacy laws under which this information is provided. Information provided will not be made available to any other organisation, company or entity. By completing this feedback form you are providing GHD and Adani with permission to use this information for the purposes of the NGBR Project EIS.

Appendix G Draft EIS PowerPoint presentation

Adani Mining Pty Ltd

NORTH GALILEE BASIN RAIL PROJECT
Environmental Impact Statement



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Overview

- Description of the North Galilee Basin Rail Project (NGBR Project)
- NGBR Project Environmental Impact Statement (EIS) and approvals process
- Overview of the EIS
- Future assessment and approvals
- Questions and answers



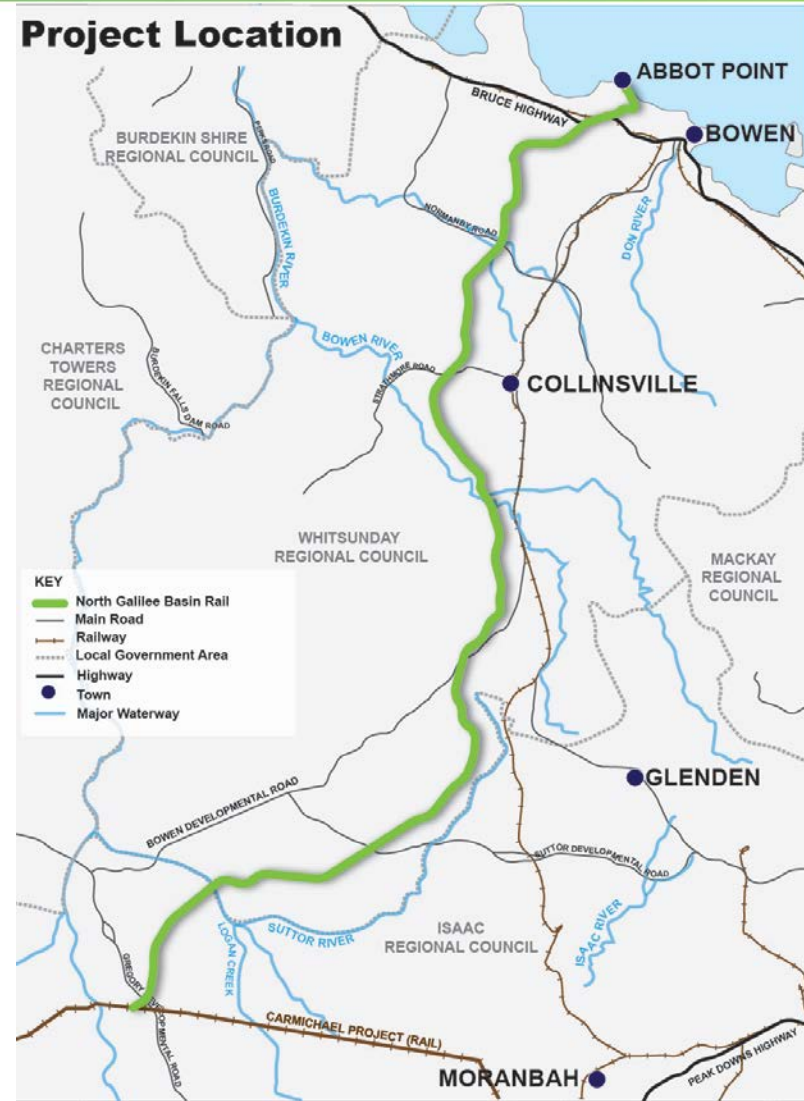


NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Description of the NGBR Project

- Multi-user, standard gauge, greenfield rail line
- 300 km in length, connects the Galilee Basin to Port of Abbot Point
- Situated within Whitsunday Regional Council and Isaac Regional Council
- Twenty-three homesteads ('sensitive receptors') within approximately 6 km
- Operational capacity of up to 100 million tonnes per annum (mtpa)
- Approximately 14 loaded trains, 14 unloaded trains, per 24 hour cycle
- Employs up to 1,700 during construction and 370 during operation
- Capital investment approximately \$2.2 billion
- Construction period of 2 years and a 90-year operating life



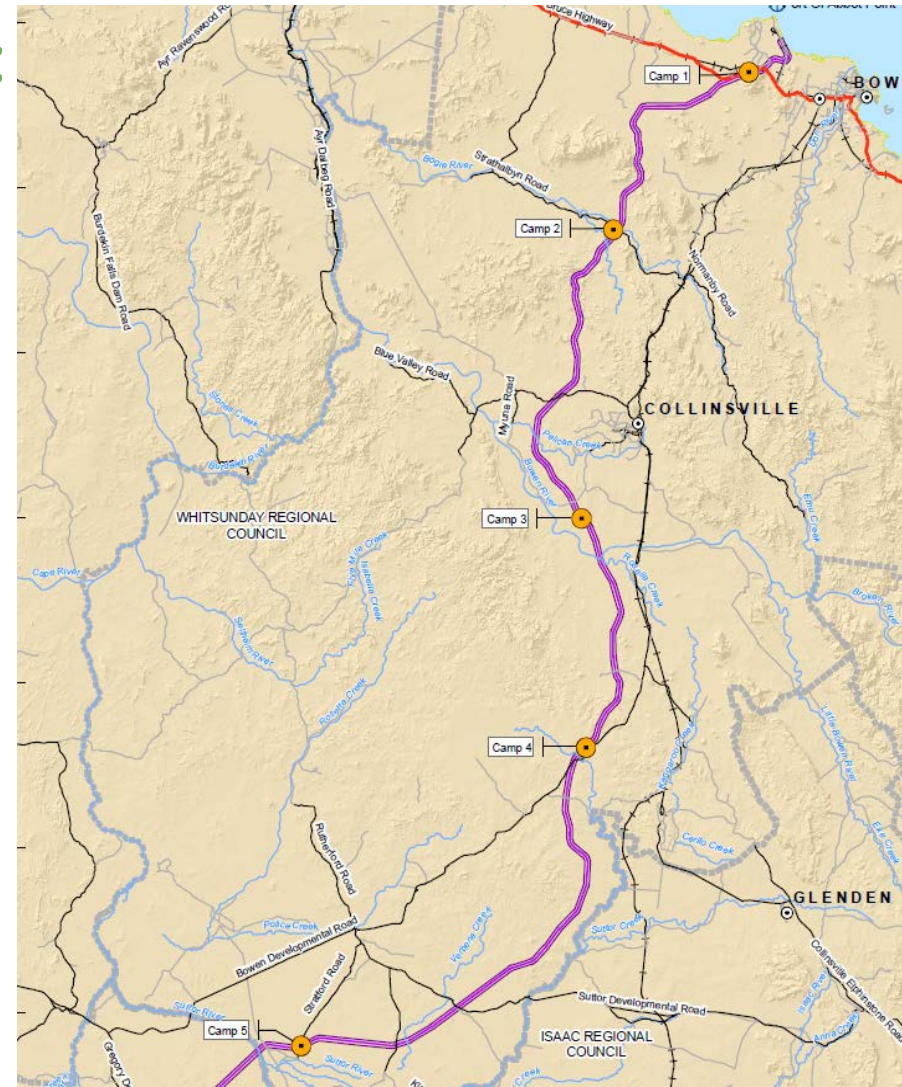


NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Description of the NGBR Project

- Associated temporary infrastructure (construction)
 - Construction camps (5)
 - Concrete batch plants (5)
 - Bridge and track laydown areas
 - Construction depots (2) and a construction yard
 - Quarries and borrow areas
- Associated infrastructure (operation)
 - Track maintenance facilities
 - Rolling stock maintenance depot
 - Maintenance roads
 - Passing loops
 - Public road crossings
 - Occupation and stock route crossings

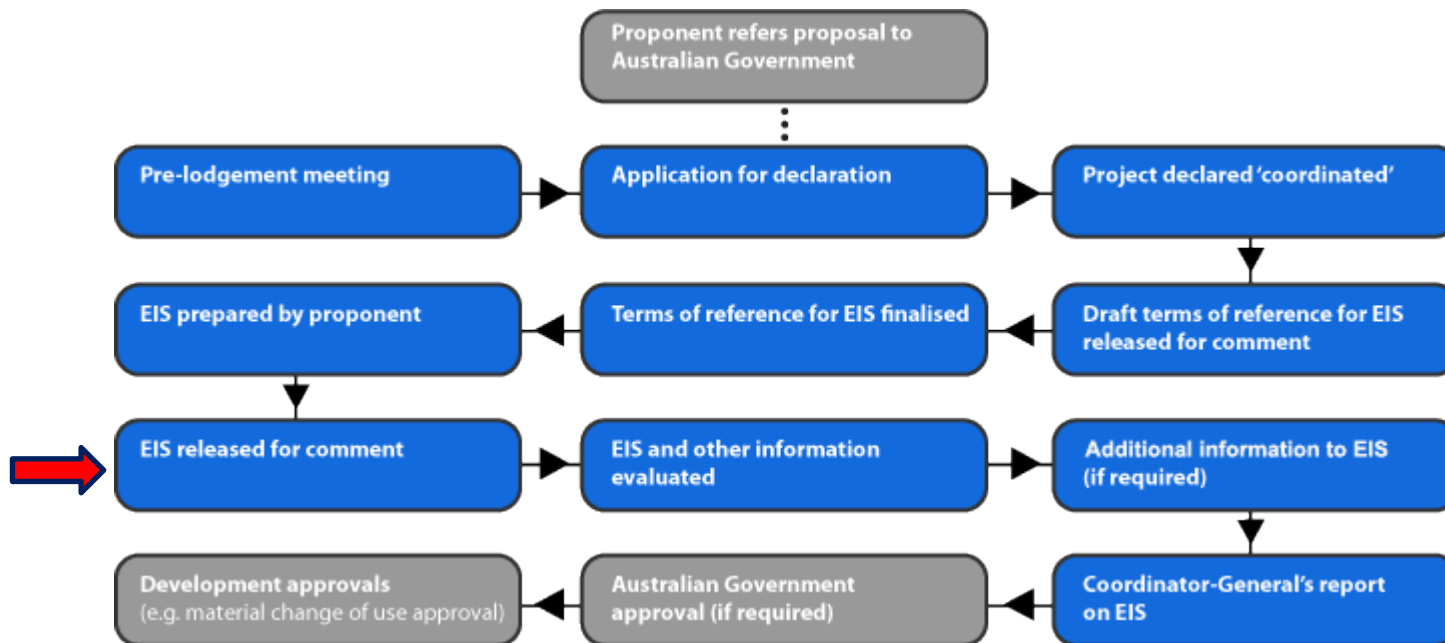




NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

EIS and approvals process



- State Development and Public Works Organisation Act
- Other legislation

<http://www.dsdp.qld.gov.au/assessments-and-approvals/environmental-impact-statement-process.html>



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

EIS and approvals process

- NGBR Project declared a 'coordinated project' under the *State Development and Public Works Organisation Act 1971* on 14 June 2013
- NGBR Project declared a 'controlled action' under the *Environment Protection and Biodiversity Conservation Act 1999* on 27 June 2013
- EIS prepared under the *State Development and Public Works Organisation Act 1971* and proponent service delivery charter between the Queensland Government, Australian Government and Adani
- Other development approvals will be sought following the Coordinator-General's report on the EIS



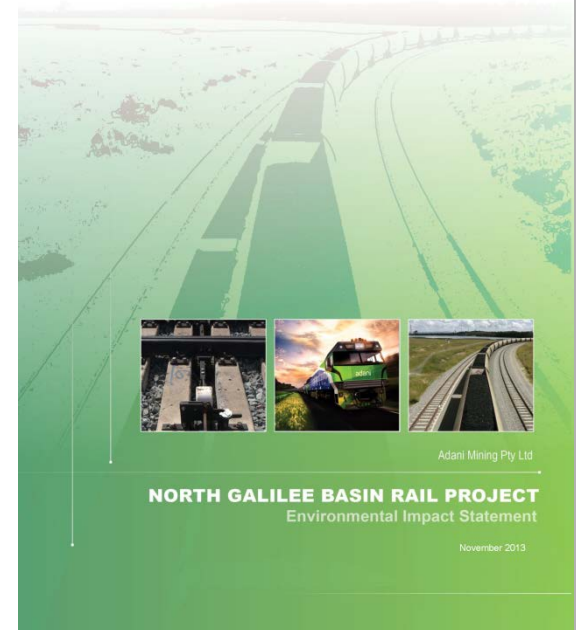
NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Overview of the EIS

- Land use and tenure
- Scenic amenity and lighting
- Topography, geology and soils
- Nature conservation
- Matters of National Environmental Significance
- Coastal environment
- Water resources
- Air quality
- Greenhouse gas
- Noise and vibration
- Waste
- Transport
- Cultural heritage
- Social and economic
- Hazard and risk
- Offsets

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NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Land use and tenure

Potential impacts

- Crosses 64 properties
- Land use mainly cattle breeding and fattening
- Twenty-two road crossings, including four State-controlled roads
- Crosses seven stock routes and numerous tracks
- Crosses a number of existing utilities
 - One gas pipeline
 - One water pipeline
 - Three telecommunications cables
 - Thirteen power lines (two high voltage transmission lines)
- Intersects two restricted areas
 - RA8 (Suttor River dam site)
 - RA126 (protection of magnetite resources)

Mitigation and management measures

- Consultation with landholders, DEHP and DNRM
- Consultation with utility operators
- Combination of occupational crossings
 - Realignment with local roads
 - Grade-separated crossings
 - At-grade crossings, with appropriate protection
- Ongoing consultation with affected landowners regarding potential loss of land during construction and operation



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Scenic amenity and lighting

Potential impacts

- Changes to landscape character
- Changes to views from homesteads and roads
- Majority of sensitive receptors have negligible impact due to distance from NGBR Project
- Three of the 23 identified homesteads moderately impacted
- Potential lighting impacts during construction and operation (maintenance facilities)

Mitigation and management measures

- Discretion in the location of ancillary infrastructure to avoid mature trees
- Landscape planting around maintenance facilities
- Directional lighting and shields where sensitive receptors (including fauna) may be affected



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Topography, geology and soils

Potential impacts

- Cuts and fills around Leichhardt and Clarke ranges
- Loss of soil resource due to stripping
- Erosion and sedimentation on steep slopes or problematic soils
- Sterilisation of agricultural land
 - 1,264 hectares of good quality agricultural land (GQAL)
 - 12 hectares of strategic cropping land (SCL) management area within final rail corridor, as confirmed by a history of cropping assessment
- Disturbance of acid sulfate soil (ASS)
 - 6.5 km section between chainages 3.4 km to 9.9 km, at or below 5 m AHD, requiring further investigation

Mitigation and management measures

- Detailed soil survey prior to construction to delineate GQAL, SCL, ASS and problematic soils
- Topsoil stripped and stockpiled for progressive rehabilitation
- Implementation of erosion and sediment control plan during construction and operation
- Implementation of ASS management plan in areas confirmed during soil survey



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Terrestrial ecology

Potential impacts

- Clearing approximately 4,215 hectares
 - 'Endangered' REs (145 hectares)
 - 'Of concern' REs (210 hectares)
 - 'Least concern' REs (2,216 hectares)
 - Non-remnant vegetation (1,643 hectares)
- Potential habitat for six 'confirmed present' species
 - Black ironbox, 'vulnerable' (64.6 hectares)
 - Squatter pigeon (southern), 'vulnerable' (1,788 hectares)
 - Black-necked stork, 'near threatened' (459 hectares)
 - Cotton pygmy-goose, 'near threatened' (63 hectares)
 - Freckled duck, 'near threatened' (63 hectares)
 - Little pied bat, 'near threatened' (2,509 hectares)
- Potential habitat for 12 'likely to occur' species

Mitigation and management measures

- Location of ancillary infrastructure to avoid 'endangered' and 'of concern' REs
- Condition surveys within potential habitat
- Implementation of Flora and Fauna Management Plan and Property Vegetation Management Plan
- Progressive rehabilitation of temporary infrastructure and riparian areas
- Offsets strategy for any residual impacts to state significant biodiversity values
- Pre-clearance surveys, including demarcation of habitat features and fauna relocation by qualified spotter-catcher



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Aquatic ecology

Potential impacts

- NGBR Project will require works in and around waterways and ephemeral streams, resulting in potential loss or damage to habitat
 - Riparian vegetation (43 hectares)
 - Wetland vegetation (11 hectares)
- Temporary working platforms and construction activities over perennial water
- Intersects eastern extent of Caley Valley wetland protection area (WPA), however the NGBR Project does not intersect the wetland as defined in the Directory of Important Wetlands (DIWA)
- Permanent 'barriers' to aquatic movement at crossings (bridges, culverts)

Mitigation and management measures

- Works within watercourse undertaken in accordance with DEHP Guidelines for activities in a watercourse, lake or spring
- Temporary low flow pipes to maintain drainage paths through temporary working platforms
- Design of bridges and culverts to facilitate fauna passage
- Progressive rehabilitation of temporary infrastructure and riparian areas
- Offsets strategy for any residual impacts to state significant biodiversity values
- Pre-clearance surveys, including demarcation of habitat features and fauna relocation by qualified spotter-catcher
- Avoidance of works during wet season with potential downstream impacts to Caley Valley wetland



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Matters of national environmental significance

Potential impacts

- Downstream impacts to Great Barrier Reef World Heritage Area and Commonwealth Marine areas
- Two 'confirmed present' threatened species
 - Black ironbox (*Eucalyptus raveretiana*)
 - Squatter pigeon (southern) (*Geophaps scripta scripta*)
- Four 'likely to occur' threatened species
 - Australian painted snipe (*Rostratula australis*)
 - Black-throated finch (southern) (*Poephila cincta cincta*)
 - Ornamental snake (*Denisonia maculata*)
 - Koala (*Phascolarctos cinereus*)
- Two 'confirmed present' threatened ecological communities
 - Brigalow (*Acacia harpophylla*)
 - Semi-evergreen vine thickets of the Brigalow Belt (north and south) and Nandewar Bioregions
- Thirty-two 'confirmed present' or 'likely to occur' migratory species

Mitigation and management measures

- Targeted threatened species surveys for 'confirmed present' or 'likely to occur' threatened species
- Location of ancillary infrastructure to avoid habitat identified during targeted threatened species surveys
- Pre-clearance surveys, including demarcation of habitat features and fauna relocation by qualified spotter-catcher
- Mitigation and management measures targeted at migratory species including
 - Avoidance or clearing during breeding season of migratory woodland bird species
 - Establishment of buffer zones around active raptor nests
 - Avoidance of works during wet season with potential downstream impacts to Caley Valley wetland, and associated impacts to migratory wetland and shore bird species



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Water resources

Potential impacts

- NGBR Project crosses following catchments
 - Don River catchment
 - Lower Burdekin River catchment
 - Bowen River catchment
 - Suttor River catchment
 - Belyando River catchment
- Sixteen 'major' waterway crossings including Elliot, Bogie, Bowen and Suttor rivers
- Localised erosion and scour at crossings
- Afflux and changes to duration of flood
- Impacts to water quality due to runoff, sedimentation and waste water
- Negligible impact to water use and groundwater

Mitigation and management measures

- Iterative modelling to achieve design criteria
 - Afflux (0.5 metres for non-critical infrastructure)
 - Duration (72 hours or 20 per cent of existing duration)
 - Velocity (2.5 metres per second)
- Refinement of crossings and scour protection
- Implementation of management plans
 - Water quality management plan
 - Erosion and sediment control plan



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Air quality

Potential impacts

- Soil dust emissions due to mechanical disturbance and wind erosion
- Exhaust emissions (vehicles, plant, locomotives)
- Coal dust emissions from loaded wagons
- Negligible change to background air quality modelled identified sensitive receptors

Mitigation and management measures

- Implementation of a dust management plan
 - Watering of construction site and access roads
 - Watering and/or covering of soil stockpiles
- Implementation of a coal dust management plan with mitigation measures typified in Aurizon Coal Dust Management Plan, such as
 - Veneering
 - Wagon loading systems
 - Emissions monitoring
- Further mitigation and/or monitoring as part of a complaints management procedure



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Greenhouse gas

Potential impacts

- Scope 1 and Scope 2 emissions
 - 1,070 of CO₂-e over construction period
 - 783 kt of CO₂-e each year of operation
- Primary emission source during construction is vegetation clearing
- Primary emission source during operation is diesel usage

Mitigation and management measures

- Location of ancillary infrastructure to in degraded, previously cleared or low-biomass areas
- Substitute fuels, machinery and technology to achieve better energy efficiency and review each 5 years to identify further initiatives



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Noise and vibration

Potential impacts during construction

- Modelled construction noise exceeds daytime Interim Construction Noise Guideline in some cases
 - Five homesteads during standard working hours
 - Six homesteads during night time
- Actual construction noise levels likely to be less than predicted and only for brief periods of time
 - Equipment would not operate at full power for the entire time
 - Certain types of equipment for a given activity will be present for brief periods of time
 - Equipment would be moving around the final rail corridor
 - Noise emissions from equipment working in cuttings may be reduced.
- Impacts due to blasting considered unlikely to given distance of homesteads to major cut and fill activities
- Modelled vibration unlikely to impact the amenity of homesteads

Mitigation and management measures

- Monitoring of actual noise and vibration levels to validate modelled predictions
- Location of ancillary infrastructure considering proximity to homesteads
- As far as practicable, within 2 km of a homestead adhere to general building work hours
- Modification of blast design as necessary to prevent impacts to homesteads
- Respond to any noise related complaints and implement additional mitigation as required
- Additional mitigation where noise complaints are made regarding night-time works, including temporary accommodation or rescheduling of works



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Noise and vibration

Potential impacts during operation

- Modelled operation noise exceeds Rail Infrastructure Noise Guideline night criterion at two homesteads, noting that less stringent QR criteria is not exceeded
- Actual operation noise levels are likely to be less than predicted, given that
 - Conservative ground absorption and atmospheric conditions were used
 - Noise emissions from trains within cuttings may be reduced.
- Vibration likely to be negligible at 50 metres

Mitigation and management measures

- Monitoring of actual noise and vibration levels to validate modelled predictions
- Respond to any noise related complaints and implement additional mitigation as required
- Additional mitigation where operational noise monitoring identifies noise impacts, including
 - Construction of screening and barriers or bunds
 - Noise mitigating building works at homesteads



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Waste

Potential impacts

- Waste streams including
 - Green waste
 - Rubbish and debris
 - Topsoil and spoil
 - Waste concrete, metal, wood, glass
 - Waste paper, cardboard, plastic
 - Waste water, maintenance fluids and emulsions
 - Sewage sludge and residues
 - Waste batteries and tyres
- Impacts of unmanaged waste include
 - Contamination of soil or water
 - Mosquito breeding habitat
 - Visual impact
 - Fire hazard
 - Public health hazard

Mitigation and management measures

- Waste management strategy aligned to waste and resource management hierarchy
- Procurement planning, to avoid surplus goods, services and materials
- Waste auditing and monitoring to ensure compliance with waste management strategy
- Site based management plans for irrigation of treated waste water



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Transport

Potential impacts

- Key State-controlled roads
 - Bruce Highway
 - Bowen Developmental Road
 - Gregory Developmental Road
 - Suttor Developmental Road
- Key local roads
 - Glenore Road
 - Stratford Road
 - Strathalbyn Road
 - Strathmore Road
- Short-term increases in traffic volumes on State-controlled and local roads during construction
- Stable flow (LOS C or better) maintained on all key roads during construction, with minimal impact during operation

Mitigation and management measures

- Development of site specific traffic management plans in consultation with Isaac Regional Council, Whitsunday Regional Council and DTMR
- Development of road use management plan in consultation with Isaac Regional Council, Whitsunday Regional Council and DTMR
- Formal road impact assessment prior to construction to identify locations where road improvement or pavement impact assessment is required



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Cultural heritage

Potential impacts

- Various artefact scatters and one rock art site within or in proximity to the NGBR Project
- Unidentified places of Indigenous cultural heritage are likely, particularly on raised areas overlooking permanent fresh water sources
- Risk damage or removal of items from places of Indigenous cultural heritage during construction
- No places of non-Indigenous cultural heritage were identified as being impacted, with low potential for previously unidentified places to be found

Mitigation and management measures

- Cultural heritage management plans and indigenous land use agreements with relevant traditional owners
- Undertake cultural heritage clearance surveys prior to construction to inform cultural heritage management plan
- Implementation of non-Indigenous cultural heritage management plan to address any unexpected finds
- Modification of construction activities, in accordance with cultural heritage management plans, to prevent impacts to places of cultural heritage significance



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Social and economic

Potential impacts

- Opportunities for local and regional businesses to supply good and services to NGBR Project
- Local and regional employment opportunities
- Indirect economic benefits across Queensland, based on input-output modelling
 - \$791 million to gross regional product in peak construction year
 - \$209 million to gross regional product from peak operation year until the end of the NGBR Project
- Negative impacts to productivity of land and property
- Increase in demand in social infrastructure and emergency services and facilities

Mitigation and management measures

- Development and implementation of a local content strategy to establish links with local and regional business and monitor impacts and management strategies
- Training and employment initiatives to enhance local employment opportunities, including indigenous employment initiatives
- Negotiation and compensation mechanism with landholders to address negative impacts to land and property value
- Engagement by Adani with existing community forums, ongoing consultation with key regional stakeholders and landholder communication and feedback mechanisms



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Hazard and risk

Potential impacts

- Eighteen hazards identified with a 'low' residual risk, eleven with a 'medium' residual risk
- Two hazards with a 'high' residual risk
 - Risk of traffic accident
 - Risk of vehicle caught in flood waters during construction
- Mitigation and management of lighting, water resources, air quality, noise and vibration, transport considered appropriate to protect public health and safety values

Mitigation and management measures

- Implementation of a risk management plan
 - Safety induction to all staff and contract workers
 - DTMR fatigue management strategies
 - First aid kits in all NGBR Project vehicles
- Implementation of a traffic management plan targeted at oversized loads



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Offsets

Potential impacts

- NGBR Project requires delivery of environmental offsets under the *Environment Protection and Biodiversity Conservation Act 1999* Environmental Offset Policy, the Queensland Government Environmental Offset Policy, and subsidiary policies
- Offset requirements (impacted areas) have been calculated for relevant environmental values
 - 'Endangered' and 'of concern' REs
 - Threshold Res
 - High-value regrowth vegetation
 - Potential habitat for listed species
 - Essential habitat, as per DEHP mapping
 - Watercourse vegetation
 - Wetlands - including wetland protection areas, trigger areas and wetland REs
 - Connectivity, as per Biodiversity Planning Assessment
 - Marine and tidal fish habitat

Mitigation and management measures

- Analysis of conservation priority areas identified by Galilee Basin Offset Strategy indicates substantial availability of potentially suitable offsets sites for the majority values impacted by the NGBR Project
- The offset strategy will undergo continued development in parallel with refinement of impacted areas and bio-condition surveys to confirm suitability of offset sites
- Based on the offsets strategy prepared for the EIS it is expected that the offsets package will achieve 'no net loss' of ecological values through a combination of direct and indirect offsets.



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Environmental management

- The EIS includes a framework environmental management plan that collects all management and mitigation measures proposed throughout the EIS
- The environmental management plan will continue to be updated based on outcomes of the EIS
- The environmental management plan contains sub-plans and site based management plans, including
 - Erosion and sediment control plan
 - Water quality management plan
 - Flora and fauna management plan
 - Soils management plan
 - Cultural heritage management plan
- A separate decommissioning and rehabilitation management plan will be developed
- Rehabilitation of permanent infrastructure will be planned and refined throughout the life of the NGBR Project to maintain compliance with any legislated requirements



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Future assessment and approvals

Additional survey effort

- Dry season ecology survey undertaken in late 2013
 - Reaffirms findings of wet season ecology survey
 - Two additional species confirmed present - Koala (*Phascolarctos cinereus*) and Radjah shelduck (*Tadorna radjah*)
 - Both species were assessed in EIS, due to previous records or presence of suitable habitat
 - Findings of dry season ecology survey therefore do not significantly affect the impact assessment
- Future site surveys prior to disturbance include
 - Condition surveys within mapped potential habitat
 - Bio-condition surveys to confirm suitability of offset sites
 - Targeted threatened species surveys for 'confirmed present' or 'likely to occur' threatened species
 - Detailed soil surveys - including ASS
 - Pre-clearance surveys, including demarcation of habitat features and fauna relocation by qualified spotter-catcher
 - Cultural heritage clearance surveys



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Future assessment and approvals

Vegetation Management Act 1999

- Any clearing required for the NGBR Project will be assessed against the relevant Regional Vegetation Management Code for Brigalow Belt and New England Tablelands Bioregions
- The Code has been considered, where relevant, throughout the EIS, including
 - Assessment of RE to be cleared by the NGBR Project versus its regional extent
 - Assessment of RE to be cleared by the NGBR Project against the performance requirements of the Code
 - Potential offset availability for watercourse vegetation
- Property map of assessable vegetation (PMAV) and property vegetation management plan (PVMP) are under preparation and will be submitted to the administering authority as part of a development application for operational works that is clearing of native vegetation



Future assessment and approvals

Fisheries Act 1994

- Applications for waterway barrier works will be required for bridges and culverts
- Detailed design of bridges and culverts will consider connectivity for aquatic fauna, in accordance with the codes and policies of the Department of Agriculture, Fisheries and Forestry

Environmental Protection Act 1994

- Applications for any environmentally relevant activity (ERA) will be lodged, including
 - ERA 16 Extractive and screening activities (quarries and borrows)
 - ERA 63 Sewage treatment (construction camps, laydown areas and rolling stock maintenance facility)
 - ERA 64 Water treatment (construction camps, rolling stock maintenance facility)
- Applications for ERAs will be accompanied by site based management plans



NORTH GALILEE BASIN RAIL PROJECT

Environmental Impact Statement

Questions and answers

GHD





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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
A	C Boon	G Reeks	Draft	P Bradley	Draft	05/08/2013
B	C Boon	G Reeks	Draft	P Bradley	Draft	22/08/2013
0	C Boon	G Reeks		P. Bradley		29/08/2013
1	M Goodall	P Bradley		M Goodall		14/04/2014

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