

8 PIPELINE OPERATIONS

8.1 INTRODUCTION

The operating phase of the Queensland Curtis LNG (QCLNG) Project Pipeline Component was described in *Volume 2, Chapter 8* of the draft environmental impact statement (EIS).

There have been no changes to the proposed operation of the Pipeline Component since the EIS was issued. Therefore, this chapter of the supplementary EIS is focused on providing responses to submissions received on the draft EIS.

8.2 SUBMISSIONS RECEIVED

A summary of the submissions received on the operating phase of the Pipeline Component, and responses to those submissions, is provided in *Table 2.8.1*.

Table 2.8.1 Responses to Submissions on the draft EIS

Submission Received	Response	Submitter
This section does not include any reference to rail infrastructure and operations. Noting that the LNG Pipeline operations will occur in the vicinity of a number of existing and future railways, the section should analyse any Project impacts on rail.	Refer to <i>Section 8.3</i>	27

8.3 TRANSPORT REQUIREMENTS AND INFRASTRUCTURE

The Export Pipeline route intersects four railway lines and the Upstream Infrastructure Corridor (UIC) intersects three railway lines (refer to *Volume 4 Table 4.5.5*).

As the crossings will be constructed at right angles to the rail line and in accordance with Queensland Rail engineering requirements operation of the Pipeline is expected to have little impact on the rail network. Periodic inspection of the Pipeline easement will be required. It is expected that inspections will be undertaken by 4WD vehicles and by aerial inspection. Personnel would not access rail easements without prior notification to Queensland Rail. Impacts to rail conditions will be negligible.