

## MEETING MINUTES

### Kagaru to Acacia Ridge and Bromelton Community Consultative Committee

#### DATE / TIME

5 August 2019  
6:00 – 8:00pm

#### LOCATION

Jimboomba Hall, Cnr Honora and Johanna Streets, Jimboomba

#### CHAIR

John Brent

#### SECRETARIAT

Nicola Mitchell

#### ATTENDEES

<b>Committee Members</b>	
Lloyd Stumer	Mallory Wuthrich
Anne Page	Bob Wiley
Suzanne Corbett	<b>ARTC representatives</b>
Angela Harlen	Mercedes Staff
David Kenny	Nicola Mitchell
Chantal Swanton-Gallant	Mark McNamara
Damon Gerebtzoff	Kerrin Roberts
Hon Gary Hardgrave	
Stephen Harrison	<b>Guest</b>
Phil Manitta	Damon Roddis
Cameron Thomas	

#### APOLOGIES (SHOW ORGANISATION IF NOT ARTC)

Wade Thompson – Committee Member

### Agenda items

<b>WELCOME AND INTRODUCTIONS (CHAIR)</b>	<p>The Chair advised that ARTC has not received a decision from the Office of the Coordinator General (OCG) in regard to their request for coordinated project status.</p> <p>The Chair advised that CCC Member, Dorinda Hall has resigned from the committee. The Chair asked Members how they would like to proceed – would they like to seek a new Member or proceed with 14 Members?</p> <p>A CCC Member asked if it was possible to seek a Member representing the same community as Dorinda did?</p> <p>ARTC advised that a nomination process would not be able to target a specific community.</p>
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	<p>A CCC Member suggested they check the nominations from the first round to see if there might be a suitable candidate therein.</p> <p>ACTION: ARTC to review the process for appointing a new Member, following the resignation of one of the CCC Members, and make a recommendation on how to proceed.</p> <p>The Chair reminded all attendees to treat each other with courtesy and respect, and that they are bound by the terms of the CCC Charter. The Chair reminded attendees of the feedback forms available to pose questions to ARTC.</p> <p>CCC Members each introduced themselves.</p>
<p><b>CONFLICT OF INTEREST DECLARATION (CHAIR)</b></p>	<p>No conflicts of interest disclosed.</p>
<p><b>UPDATE ON ACTIONS (ARTC)</b></p>	<ol style="list-style-type: none"> <li>1. ARTC to include on the next meeting agenda, a discussion regarding opportunity for the committee to request independent technical advice.             <ol style="list-style-type: none"> <li>a. The presentation is on the agenda for the meeting.</li> </ol> </li> <li>2. ARTC to respond to questions tabled by a Member, prior to the next meeting.             <ol style="list-style-type: none"> <li>a. Complete.</li> </ol> </li> <li>3. ARTC to amend references to the two proposed new crossing loops in the project area to a geographical reference to prevent confusion regarding their location.             <ol style="list-style-type: none"> <li>a. Complete.</li> </ol> </li> <li>4. The provision of maps of the general locations where environmental investigations will take place, once known.             <ol style="list-style-type: none"> <li>a. Ongoing.</li> </ol> </li> <li>5. Notification to the community as to the outcome of the request to the Office of the Coordinator General on the K2ARB project approval pathway.             <ol style="list-style-type: none"> <li>a. Ongoing</li> </ol> </li> </ol>
<p><b>UPDATE ON PROGRESS OF PROJECT (ARTC PROJECT MANAGER KERRIN ROBERTS)</b></p>	<p>ARTC Project Manager, Kerrin Roberts, provided an update on the project, including:</p> <ul style="list-style-type: none"> <li>• Scope of the Inland Rail project;</li> <li>• An update on progress on other Inland Rail sections; and</li> <li>• Discussion of environmental investigations underway and upcoming for K2ARB.</li> </ul> <p>A CCC Member asked if an air quality monitoring station will be located in Algester or Parkinson?</p> <p>ARTC advised this will be covered in an upcoming presentation but specific addresses of monitoring stations cannot be disclosed for privacy reasons. Sites must be chosen that represent various land types and uses, and that meet regulatory standards.</p> <p>CCC Members advised the Algester and Parkinson communities need to be represented in the monitoring.</p> <p>ARTC thanked the community for providing their recommendations on monitoring locations, and advised that these are all provided to the consultants completing the work for consideration.</p> <p>A CCC Member asked if monitoring locations are representative of different land uses?</p>

	<p>The Chair requested Members wait for the upcoming presentation on air quality to ask further questions on this topic.</p> <p>A CCC Member expressed concern at trains travelling close to people’s houses.</p> <p>ARTC advised the upcoming investigations will determine the anticipated impact of trains travelling along the alignment.</p> <p>A CCC Member asked about the potential for an inquiry into the route of Inland Rail.</p> <p>The Chair advised that the scope of Inland Rail is not a matter for the CCC.</p> <p>A CCC Member asked if the monitoring data will be shared with the community?</p> <p>ARTC advised the preliminary results of the proposed baseline monitoring will be shared with the community once it has been collated, analysed and interpreted in accordance with the relevant Australian standards. This is anticipated around mid to late 2020.</p>
<p><b>PROCESS FOR MEMBER’S REQUESTING INDEPENDENT TECHNICAL ADVICE (ARTC STAKEHOLDER ENGAGEMENT MANAGER, MERCEDES STAFF)</b></p>	<p>ARTC Engagement Manager, Mercedes Staff, provided information regarding the process available to Members’ to request independent technical advice, including:</p> <ul style="list-style-type: none"> <li>• Conditions that apply;</li> <li>• An example of technical advice currently underway.</li> </ul> <p>A CCC Member asked if the technical advice must apply to the investigations? Can it apply to the alignment of the project?</p> <p>ARTC confirmed it must apply to the scope of the K2ARB project’s investigations.</p> <p>A CCC Member asked if the baseline monitoring for air and noise will look at the current levels?</p> <p>ARTC confirmed that is correct. The baseline monitoring establishes the existing environment. An impact assessment process will then be undertaken using modelling techniques to anticipate future impacts with Inland Rail in operation, and any mitigation measures that may be required.</p> <p>A CCC Member asked if any preliminary modelling for noise has been done?</p> <p>ARTC advised they have engaged a specialist consultancy to undertake operational modelling for noise. They will do the baseline monitoring first, and then the operational modelling.</p> <p>A CCC Member asked for assurance that noise and air quality monitoring will be undertaken in Algester/Parkinson.</p> <p>ARTC advised they are currently going through a process to determine the monitoring sites.</p> <p>A CCC Member advised they understand the Scenic Rim CCC was told that low frequency noise cannot be mitigated, and this can result in a sonic booming noise. Is this the case?</p> <p>ACTION: ARTC to investigate a Member’s question regarding low frequency noise, as raised at the Inland Rail Scenic Rim CCC.</p> <p>A CCC Member asked if the technical expertise for the independent study is from the CCC?</p> <p>ARTC advised no, it would be for the CCC to request that ARTC appoint on behalf of the Committee an expert to conduct independent technical advice, for example in relation to noise.</p>

	<p>The Chair asked for clarification of timeframes for the independent advice.</p> <p>ARTC advised the advice can be undertaken at any stage. For example, it could be undertaken now to look at the investigation methodology proposed for a particular item or it could be proposed to undertake a review of the results of the studies once they are complete.</p> <p>A CCC Member asked if schools are treated in the same way as residences in the monitoring?</p> <p>ARTC advised that sensitive receptors such as schools are treated differently under the requirements to other buildings, such as an industrial area for example.</p>
<p><b>PRESENTATION ON AIR QUALITY MONITORING (ERM REPRESENTATIVE, DAMON RODDIS)</b></p>	<p>ERM Air Quality Lead, Damon Roddis, provided a presentation regarding air quality, including:</p> <ul style="list-style-type: none"> <li>• The scope of air quality on the project and methodology employed;</li> <li>• What is monitored;</li> <li>• How are monitoring locations chosen;</li> <li>• What equipment is used;</li> <li>• How long will the monitoring take;</li> <li>• Who will undertake the monitoring (ERM personnel); and</li> <li>• What results are gathered.</li> </ul> <p>A CCC Member asked if future residents are considered in the monitoring?</p> <p>Presenter advised they are, but the monitoring will focus on existing residential areas.</p> <p>ARTC advised three sites for air quality monitoring are being looked at along the K2ARB project alignment. They will also use existing State controlled monitoring facilities to collect data.</p> <p>A CCC Member asked if the air quality monitors are out in the open? The Member is concerned that undertaking monitoring in an area with trees will impact the results negatively.</p> <p>Presenter advised they need to monitor in areas that are representative of where people live and work.</p> <p>A CCC Member asked who picks the monitoring sites?</p> <p>Presenter advised ERM and ARTC collaborate on this.</p> <p>ARTC advised there are a number of considerations to take into account in picking suitable sites.</p> <p>A CCC Member stated his belief that conducting monitoring in the open will not represent the true situation.</p> <p>Presenter advised that 'out in the open' means they need a clear sky angle of 120 degrees above the monitor. It can still be in suburban areas or close to buildings.</p> <p>A CCC Member asked how far the monitors will be from the rail line?</p> <p>Presenter advised it varies but the closest would be approximately 200m from the line, and the farthest approximately 600m-800m.</p> <p>A CCC Member asked for confirmation that would be in an open area?</p> <p>Presenter advised it might be a variety of areas, such as schools or private residences.</p>

	<p>ARTC advised that diesel particulate modelling will be done adjacent to the rail corridor.</p> <p>A CCC Member asked for confirmation that three sites will be reflective of the entire project alignment?</p> <p>Presenter advised they want to monitor the 'breathing zone' – where people might be exposed.</p> <p>An observer asked how modelling is done for future trains?</p> <p>Presenter advised the first stage is to conduct baseline monitoring, and that is what he is discussing tonight. The second stage is to model for future impacts. Computer models are used to do this. They look at what emissions come from trains, how many trains there will be etc.</p> <p>A CCC Member stated that 12-months of baseline air quality monitoring is not long enough.</p> <p>Presenter advised 12-months is a good timeframe for the assessment, but they will also use State owned monitoring stations in the area for extra results and to analyse trends.</p> <p>A CCC Member advised that the ozone standard is sometimes exceeded in Brisbane, and the operation of Inland Rail will have a negative impact on this.</p> <p>Presenter advised baseline monitoring of ozone will be completed to understand what the current situation is. Modelling is then conducted to consider the potential future impact of Inland Rail on this.</p> <p>ARTC advised that by the time maximum production is reached in 2040, train technology will be significantly advanced.</p> <p>A CCC Member asked if the baseline air quality monitoring results take into account whether coal train loads are covered or uncovered?</p> <p>Presenter advised this is possible as part of the modeling for operational air quality.</p> <p>A CCC Member asked how much control they have over what is transported on Inland Rail?</p> <p>ARTC advised they are required by the ACCC to operate an open access network.</p>
<p><b>GENERAL BUSINESS</b></p>	<p>The Chair opened the session to questions from observers.</p> <p>An observer asked whether anything new will be revealed during the monitoring, as a lot of investigation into air quality, in particular coal dust management, in the project area has already been done?</p> <p>Presenter advised the studies will look at the potential impacts of Inland Rail.</p> <p>ARTC advised they will draw on the results from studies into air quality conducted in relation to the West Moreton Line, in Central Queensland and northern NSW in relation to coal transport.</p> <p>An observer asked what the relevant standards are?</p> <p>Presenter advised there are different Australian Standards for each method; and, also, there is an Australian Standard for the siting of these air quality instruments. AS3580 series of Australian Standards; but then there's point 1, point 2, up to point 20.</p> <p>An observer advised that seismic studies should be conducted, and that geophones would be a good way to do this. He advised that the Qld Government is trialing recycled plastic railway sleepers which have been found to reduce the impact on the ground. Is this something ARTC will look at?</p>

	<p>ARTC advised K2ARB is an enhancement project, but if there are sections of the route that require mitigation that will be addressed.</p> <p>A CCC Member asked how accurate ARTC's ozone model is?</p> <p>Presenter advised that models are useful in determining if there is likely to be an adverse impact.</p> <p>The CCC Member advised that even the best models are often wrong.</p> <p>ARTC advised well-recognised models will be used, that are used throughout Australia and the world. In terms of vibration modelling and the use of geophones, vibration monitoring will be undertaken as part of the noise monitoring.</p> <p>An observer advised that coal dust can infiltrate train ballast. Observer stated he believes the majority of noise coming from the ARTC rail corridor is the result of 'flanging'. The observer asked if ARTC will work with the above-rail operators to implement rail grinding to reduce noise?</p> <p>ARTC advised that track maintenance is their responsibility. ARTC undertook to speak to the observer on this matter at the close of the meeting.</p> <p>An observer asked what will happen to the average train speed on the new corridor? It is his belief that trains will travel faster on Inland Rail.</p> <p>ARTC advised there is a maximum speed predicted of 115km/hour. This will vary depending on the area of track.</p> <p>An observer asked if there will be a report for the community regarding the air quality monitoring results?</p> <p>Presenter advised there will be. The Executive Summary is written in language that people can understand.</p> <p>An observer asked how much coal dust exposure causes lung scarring/fibrosis?</p> <p>Presenter advised the CSIRO conducted a study into the health impacts of coal transport in Newcastle. It found that there was no need to be concerned about health impacts from coal dust from rail transport. The baseline monitoring to be undertaken for ARTC will look at this.</p> <p>An observer advised that trains currently travelling through Ipswich and Brisbane have not had adverse health impacts on the community.</p> <p>An observer asked why coal trains cannot be covered?</p> <p>Presenter advised there are practical reasons for this, such as clearance under bridges. Also, it creates an environmental issue in having to wash the covers after transport. Chemical veneering is just as effective as putting a rigid cover on the coal wagon.</p> <p>An observer asked about the potential impact of veneering on people who use tank water?</p> <p>Presenter advised it is not toxic, and it will not end up in water tanks as it sets hard on the coal and does not lift off.</p> <p>An observer stated that when the wagons are emptied, coal dust remains at the bottom.</p> <p>ARTC advised that the West Moreton Line is operated by Qld Bulk Handling. They have a number of measures in place to prevent coal dust during loading and unloading.</p> <p>A CCC Member advised they have a number of questions to present to ARTC for answering from their local community.</p> <p>ACTION: ARTC to respond to questions tabled by a Member, prior to the next meeting.</p>

	<p>A CCC Member advised ARTC should support an independent enquiry into the Inland Rail project.</p> <p>ARTC advised the CCC Member that his comment has been recorded and noted.</p> <p>An observer advised the Federal Government has announced \$10m funding for a Business Case for an intermodal terminal in the Brisbane area, that is capable of meeting Inland Rail service capability. Is ARTC going to put together this tender?</p> <p>ACTION: ARTC to seek information about the Federal Government's announcement regarding the creation of a business case to explore options for development of an intermodal terminal in Brisbane.</p> <p>An observer asked if the noise monitors have been placed in the community?</p> <p>ARTC advised they have not been.</p> <p>An observer asked if some monitors will be placed at properties close to the track?</p> <p>ARTC advised they will be able to tell the community at what proximity the monitors are located in relation to the track but not specific addresses. They are in the process of determining locations currently.</p> <p>An observer asked how suitable properties are recruited?</p> <p>ARTC advised there are a number of factors required to be considered in determining suitable locations, including proposed work areas and where sensitive receptors are located.</p> <p>An observer advised she is aware of someone who has been approached for monitoring who lives further away from the track than she does. Why is this property suitable and not hers?</p> <p>ARTC advised the observer to nominate their property for consideration in the process.</p> <p>ARTC advised that people further from the track may still experience impacts. Also, other properties that are closer to the track are being considered.</p> <p>A CCC Member advised it feels a bit like going through the motions and that the project is a fait accompli.</p> <p>A CCC Member would like to be provided with a description of the monitoring locations, once known. This could cover factors such as distance from the track and land use.</p> <p>ARTC advised that this is possible and can be incorporated into the current Action Item to provide Members with general information on the location of air and noise monitoring devices.</p> <p>A CCC Member advised there is confusion in his community as to whether Inland Rail will proceed or not. What is ARTC's actual proposal?</p> <p>ARTC advised Inland Rail is primarily about the transport of inter-capital, non-bulk freight between Melbourne and Brisbane. The Business Case does make provision for some coal to be transported on this particular section of line. It is forecast that up to 45 trains per day may travel on this section of Inland Rail by 2040. They would be up to 1,800m in length. Some of them will be double-stacked.</p>
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## Actions

NO.	ACTIONS	ACTION BY	DUE DATE
1	ARTC to review the process for appointing a new Member, following the resignation of one of the CCC Members, and make a recommendation on how to proceed.	ARTC	By next meeting
2	ARTC to investigate a Member's question regarding low frequency noise, as raised at the Inland Rail Scenic Rim CCC.	ARTC	By next meeting
3	ARTC to respond to questions tabled by a Member, prior to the next meeting	ARTC	By next meeting
4	ARTC to seek information about the Federal Government's announcement regarding the creation of a business case to explore options for development of an intermodal terminal in Brisbane.	ARTC	By next meeting
3	The provision of maps of the general locations where environmental investigations will take place, once known.	ARTC	TBC
4	Notification to the community as to the outcome of the request to the Office of the Coordinator General on the K2ARB project approval pathway.	ARTC	Once the CG makes their decision

## Next Meeting

6:00 – 8:00pm, 4 November 2019 at the Bolton Clarke Carrington, 16 Blairmount St, Parkinson