

<b>Meeting title</b>	<b>Kagaru to Acacia Ridge and Bromelton Community Consultative Committee</b>		
<b>Attendees:</b>			
<b>Committee Chair: Mr John Brent</b>	Bob Wiley		
<b>Committee Members</b>	Mallory Wuthrich		
Phil Manitta	Costas Alexandrou		
Anne Page			
Suzanne Corbett	<b>ARTC representatives</b>		
Angela Harlen	Mercedes Staff		
David Kenny	Nicola Mitchell		
Chantal Swanton-Gallant	Harminder Bhar		
Damon Gerebtzoff	Chris Browne		
Hon Gary Hardgrave	Gareth Rees		
Stephen Harrison	Kerrin Roberts		
Cameron Thomas	Andrew Doe		
Dorinda Hall	Rebecca Pickering		
<b>Apologies:</b>			
Lloyd Stumer – Committee Member			
<b>Location</b>	PCYC Crestmead Gimlet Street, Crestmead QLD 4132	<b>Secretariat</b>	Nicola Mitchell
<b>Date</b>	12 November 2018	<b>Time</b>	6:00 – 8.00pm

<b>Welcome and introductions (Chair)</b>	<p>Welcomed members and observers. Committee members and ARTC representatives each introduced themselves.</p>
<b>Conflict of interest declaration (Chair)</b>	<p>No conflicts of interest made.</p>
<b>Detailed review of the Interim Charter (Chair)</b>	<p>A discussion was held regarding the endorsement of the interim charter.</p> <p>A Community Consultative Committee (CCC) member requested that members of other CCCs be allowed to speak at this meeting.</p> <p>ARTC advised there is provision under the interim charter for ARTC and the Chair to identify and invite individuals who have significant understanding of the local area or specialist knowledge to attend Committee meetings from time to time, as relevant; and actively contribute to those meetings.</p> <p>A CCC member advised he had motions to make for a Committee member who is an apology. Firstly, that all future meetings of the CCC be held after a list of potential meeting dates be provided to the CCC; so that each member may be able to state whether or not he/she will be able to attend. The second is that meetings be video-taped.</p> <p><b>ACTION:</b> a list of proposed meeting dates to be provided to members.</p>

	<p>ARTC advised meetings are audio-taped, not video-taped. It is not something that we do for the CCCs, but it is something that perhaps we could take on notice and could consider. The observers would also need to be comfortable about this.</p> <p>ACTION: ARTC to consider video-taping the CCC meetings.</p>
<p><b>Update on progress of project (ARTC Project Manager Chris Browne)</b></p>	<p>ARTC provided an overview of the Inland Rail project as a whole and the Kagaru to Acacia Ridge and Bromelton (K2ARB) section in particular.</p> <ul style="list-style-type: none"> <li>• Existing East Coast road and rail networks will not cope with future growth in freight which is expected to double by 2030. Australia’s East Coast population is expected to grow by 60% over the next 40 years, placing significant pressure on existing infrastructure and increasing road congestion in our capital cities.</li> <li>• By 2030 we will need to move more than 32 million tonnes of freight on our highways and railways between Melbourne and Brisbane.</li> <li>• Cost of congestion forecast to be \$20billion per annum by 2020.</li> <li>• Without additional investment in infrastructure capacity, the repercussions will be felt at state and national levels.</li> </ul> <p><b>BENEFITS</b></p> <ul style="list-style-type: none"> <li>• Reduces transit time from Melbourne to Brisbane to &lt;24 hours making it road competitive.</li> <li>• Utilises 60% of existing rail corridors including parts of the existing interstate main line.</li> <li>• Creates a resilient rail network with multiple flexible pathways. More reliable and safer.</li> <li>• \$16 billion net economic benefit to Australia.</li> <li>• Inland Rail is a nationally significant project; it is the missing link in Australia’s national freight rail network.</li> <li>• First outcome – by getting trucks off the roads, we reduce greenhouse gas emissions by 750,000 tonnes and reduce fuel demand by two-thirds (compared with number of trucks required to move the same freight)</li> <li>• Outlined the history in developing the route of Inland Rail.</li> <li>• K2ARB is 49 kilometres of existing track. ARTC is not expecting to acquire or purchase any private land for this section. There are five track-under-bridge lowerings; two crossing loops and two proposed crossing loop extensions.</li> <li>• The project will have several phases. We are at the beginning of phase 2, which is feasibility. In phase 2, there’s a number of key outcomes of this phase; which is community consultation, site investigations and modelling to do an Environmental Impact Assessment and begin detailed designs on a solution.</li> <li>• Environmental investigations will be undertaken in the next 12 months, and will include noise and vibration, air quality, ecology, fauna. These investigations ensure that we model the current environment and then we model what it would look like with Inland Rail. We can then devise mitigation strategies to ensure that we have the least impact on the community.</li> </ul> <p>A CCC member asked if freight will be decanted at Acacia Ridge and put on trucks and then taken to the Port of Brisbane?</p> <p>ARTC advised some trains will go straight through to the Port of Brisbane. The Inland Rail business case has looked at inter-capital freight. Currently, there is the ability for container freight to go from the Acacia Ridge rail yard to the Port of Brisbane.</p> <p>A CCC member asked who set the route of Inland Rail.</p>

ARTC advised the Federal Government commissioned independent investigations on the route; which are all public on the Inland Rail website.

A CCC member stated his understanding that the Queensland Coordinator General developed this route.

ARTC advised this is not the case. A 2006 study commissioned by the Federal Government determined the route.

A CCC member suggested that more freight trains in Acacia Ridge will create problems that everybody in that area is going to wear.

The Chair advised the website is very explanatory about the process of developing the Inland Rail route.

There was further discussion regarding how the route for Inland Rail was determined.

**ACTION:** ARTC to provide information about how the route of Inland Rail was decided upon.

A CCC member advised the amount of rail traffic will create significant associated impacts. The member asked if a full Environmental Impact Statement (EIS) will be done? She stated the existing line does not carry anywhere near the volume of freight traffic or train traffic that is eventually intended for this line.

ARTC advised it is their intention to submit for a coordinated project status in the near future. The Coordinator General will then decide on that status. Regardless of whether or not the project is coordinated or not, ARTC will still be undertaking all of the same studies; which will require them to mitigate any impacts we may have on the environment.

A CCC member asked if a full EIS will be done? She believes this is very different and more detailed than the currently proposed assessment report.

ARTC advised they are intending to submit an application to the Coordinator General, requesting declaration as a coordinated project; requiring a full EIS. Once ARTC submits that request, it is out of their hands. Regardless of whether the Coordinator General declares the project a coordinated project, ARTC intends to do a detailed Environmental Impact Assessment.

A CCC member asked if there would be a CCC for people within the Brisbane area that will be affected by greater freight movement along their freight route?

ARTC confirmed the member was talking about a potential upgrade from Acacia Ridge to the Port of Brisbane. ARTC advised this is not within the scope of Inland Rail.

The CCC member advised she works at Corinda and there are people there who are already asking me questions about the project.

The Chair advised this is a matter for the Queensland Government.

A CCC member asked if ARTC will be doing the EIS. The CCC member suggested that if ARTC completes the study themselves, there will be distrust in the community about the process. The study should be fully independent.

The Chair advised that the report is compiled by consultants.

ARTC advised that they do subcontract the environmental reporting and it then goes on public exhibition. ARTC does not approve the report. An EIS would be approved by the Coordinator General. If it is not an EIS, then it would be approved by the Department of Transport and Main Roads (DTMR) in accordance with existing lease arrangements between ARTC and DTMR.

ARTC advised the Coordinator General is an independent statutory position. He is appointed by the Governor on the recommendation of the Premier. The Coordinator General has been acting as the Coordinator General for four/five years now. It's an established protocol for proponents to submit a request for declaration and then be tasked with having to prepare an EIS.

ARTC advised that if declared as a coordinated project, the Coordinator General would then issue draft terms of reference; which are a set of rules which go out for public consultation; and that allows everybody in the community to have their say on whether they think those rules and the draft terms of reference are adequate for the assessment of the project. The Coordinator General looks at all the feedback from the community, as well as government agencies; and then finalises those terms of reference and they become the rules for the whole of the EIS.

As ARTC proceeds through the EIS process, there are numerous times when the community have formal periods of consultation and engagement with ARTC; and then at the end, ARTC prepares the draft EIS and puts that out on a long period of public consultation for ongoing engagement with the community. And then 18 months down the track, that's where you look to finalise and respond to all the comments and concerns that the community would have.

A CCC member asked what contracts have been let to identify what sort of freight is actually going to come through that line in the future?

ARTC advised the 2015 business case projected the freight levels. ARTC is looking at a mix of customers for Inland Rail. The business case says there will be about 45 trains per day, at a peak in 2040. It is all dependent on demand; with an anticipated 12 coal trains per day in 2040.

A CCC member asked about the tangible benefits to the community?

ARTC advised that as the Environmental Impact Assessment progresses, there will be more social impact and opportunity studies completed that look at local opportunities. ARTC agrees that generating this information is important.

A CCC member asked what environmental study is going to be done to protect residents from health impacts?

ARTC advised they will study the existing conditions. They will undertake noise studies and can then model what the change in levels will be. And that will tell them any mitigating activities required.

The CCC member asked if this will help in reducing emissions.

ARTC advised there would be air quality studies as well.

The Chair advised this process is similar to an application to local government for a building development.

A CCC member asked how much they will be kept in the loop and informed prior to any of those decisions being made?

ARTC advised their intention is to engage and consult with the community thoroughly; to understand what the issues and concerns are, so that we can take those back to the organisation and we can consider those fairly.

A CCC member asked what happens to freight once it arrives at Kagaru on Inland Rail? He believes the Queensland Government are looking at putting passenger rail into the Brisbane rail system to Beaudesert. The member suggested freight should be decamped at Gowrie or Kagaru or Bromelton. The CCC member asked how trains will access Acacia Ridge if the Queensland Government are going to put a passenger rail line in the same corridor.

ARTC advised their Business Case is purely for freight. They are not looking at passenger services.

The Chair advised that ARTC will be utilising the rail corridor that the State Government indicated or proposed as the alignment.

A CCC member stated she understands that TMR and ARTC are currently under discussion about that rail corridor for a freight and passenger line.

ARTC reiterated the business case is purely for freight at this time. Passenger services are a matter for TMR. Advised ARTC cannot speak to any studies regarding passenger freight that the State Government may be undertaking.

A CCC member asked where the coal transported on the line would originate?

ARTC advised their current modelling shows it would originate west of Toowoomba.

The CCC member advised coal transport is the main issue for local residents regarding Inland Rail. They heard 120 coal trains a day would be diverted from the Ipswich line.

ARTC advised the current business case shows Southern Queensland coal being transported on the ARTC network in future. The current numbers are approximately 12 a day in 2040.

A CCC member said there are predicted to be 120,000 people in the Greater Flagstone Priority Development Area over the next 40 to 50 years, and significant amount of social community infrastructure will be constructed. The member asked how predictions for future population growth are accounted for in the EIS?

ARTC advised that an EIS would require a cumulative impact assessment which would consider the potential future developments in a particular area in the context of the project.

The CCC member advised one of the key opportunities for a new growth area is public transport. The member asked if passenger trains on this line are possible?

ARTC advised the Queensland Government has previously investigated protection of a future rail corridor along the alignment. They may need to revisit that.

The Chair suggested more investigation needed to be undertaken with the State Government to respond to members on this point.

**ACTION:** To request information from the State Government regarding investigations into passenger rail services along the K2ARB alignment area.

A CCC member asked if studies for the EIS would be undertaken 24 hours a day, seven days a week. She is concerned about trains travelling at night.

	<p>ARTC advised the EIS would require an assessment across the full 24-hour spectrum.</p> <p>A CCC member asked for basic information to take back to community groups, outlining information on the studies to be undertaken and associated timeframes.</p> <p>ACTION: ARTC to provide CCC members with talking points to help in their discussions with community members.</p>
<p><b>1. Communication update (ARTC Stakeholder Engagement Lead Nicola Mitchell)</b></p>	<p>An overview of the communication process surrounding the CCC meetings was presented, including dates for the provision of draft minutes to the members for their review.</p> <p>Plans for staffed information stands in December at Grand Central shopping Centre in Logan were presented.</p> <p>A CCC member requested that at least one of those days be on a Saturday to prevent people who work full-time being disadvantaged.</p> <p>ARTC agreed to investigate this option.</p> <p>A CCC member suggested having some displays held in addition to those at Brown Plains at Sunnybank Hills. This would be preferable to the Algester/Acacia Ridge community.</p> <p>A CCC member suggested the information displays should be well promoted through advertising.</p> <p>A CCC member offered the Algester Sports Club as a venue.</p> <p>A CCC member stated that the community may have concerns about the displays being run so close to Christmas.</p> <p>ARTC advised they wanted to have an opportunity for community members to learn more about the project this year. ARTC will have an extensive community consultation program next year; and in particular, once the approval pathway is known.</p> <p>The Chair noted the difficulty of finding dates for consultation activities that suited everyone. Encouraged members and observers to promote the information stands to increase attendance.</p> <p>ACTION: ARTC to consider the CCC members' suggestions regarding potential venues for the planned staffed information displays.</p> <p>A CCC member asked how long the project would be in the current phase.</p> <p>The Chair advised further information would be provided on timeframes.</p> <p>A CCC member requested Flagstone and Jimboomba be considered for display locations.</p> <p>ARTC agreed to look at Flagstone and Jimboomba as venues for staffed information stands.</p> <p>ARTC requested the CCC members sign the Photography Consent forms, to enable photos of the CCC Members to be used in communication materials. Also advised</p>

	<p>that Member contact details are placed on the Inland Rail Website and requested that members advise if they prefer particular contact details to be shared, other than those provided on their nomination forms.</p> <p>A CCC member asked if they could have a copy of the presentation?</p> <p>ARTC advised they could.</p> <p>ACTION: provide CCC members with a copy of the presentation.</p> <p>A CCC member stated that he was not in favour of the earlier proposal to film the meetings.</p> <p>The Chair noted the comment.</p> <p>ARTC asked if the other members had a comment regarding filming the meetings?</p> <p>CCC members generally agreed they were not in favour of filming the meetings.</p>
<p><b>2. Future meetings</b></p>	<p>Discussion about the dates and venues for future meetings.</p>
<p><b>3. Close and confirmation of actions</b></p>	<p>Meeting closed at 8.00pm.</p> <p>Actions arising from this meeting:</p> <ul style="list-style-type: none"> <li>• ARTC to consider the possibility of videoing meetings. By the end of the meeting, there was a general consensus by Committee members that this would not occur.</li> <li>• ARTC to provide information on who developed the route of Inland Rail and provide a history of how the route was decided upon.</li> <li>• ARTC to seek information from the Queensland State Government regarding passenger rail in the Salisbury to Beaudesert rail corridor.</li> <li>• ARTC to provide project key messaging for Committee members to provide to community members.</li> <li>• ARTC to consider the members' suggestions regarding the venues and timing for the staffed information displays.</li> <li>• ARTC to provide Committee members with a copy of the K2ARB CCC presentation.</li> <li>• ARTC to provide forward dates for upcoming meetings.</li> </ul>