

CHAPTER

01

INLAND
RAIL 

Introduction

INLAND RAIL—BORDER TO GOWRIE ENVIRONMENTAL IMPACT STATEMENT

 ARTC

The Australian Government is delivering
Inland Rail through the Australian
Rail Track Corporation (ARTC), in
partnership with the private sector.

Contents

1.	INTRODUCTION	1-1
1.1	Inland Rail	1-1
1.2	The Project	1-1
1.2.1	Project objectives	1-1
1.2.2	Location	1-3
1.2.3	Key features	1-16
1.2.4	Timing and operation	1-17
1.3	Objectives of the Environmental Impact Statement	1-17
1.4	Structure of the Environmental Impact Statement	1-18
1.5	Proponent	1-19
1.6	The Environmental Impact Statement process	1-20
1.7	Environmental Impact Statement consultation	1-21

Figures

Figure 1.1	The Melbourne to Brisbane Inland Rail route	1-2
Figure 1.2	Regional context	1-4
Figure 1.3a-k	Local context	1-5

Tables

Table 1.1	Key features of the Project	1-16
Table 1.2	Daily average typical (2026 and 2040) and peak (2040) train numbers	1-17
Table 1.3	Structure of the Volume 1 Environmental Impact Statement chapters	1-18
Table 1.4	Structure of the Volume 2 Environmental Impact Statement appendices	1-19

1. Introduction

1.1 Inland Rail

The Australian Government has committed to delivering the Inland Rail Program, an interstate freight rail corridor between Melbourne and Brisbane, via central-west New South Wales (NSW) and Toowoomba in Queensland (QLD). The Inland Rail Program is a significant piece of national transport infrastructure, which will enhance Australia's existing rail network and serve the interstate freight market.

The Inland Rail route, which is approximately 1,700 kilometres (km) long, is shown in Figure 1.1 and will involve:

- ▶ Using the existing interstate rail corridor through Victoria (VIC) and southern NSW
- ▶ Upgrading approximately 400 km of existing corridor, mainly in western NSW
- ▶ Providing approximately 600 km of new corridor in northern NSW and South East QLD.

The Inland Rail Program has been divided into 13 projects.

Further information on the Australian Rail Track Corporation (ARTC) and the Inland Rail Program can be found at artc.com.au and inlandrail.com.au respectively.

The justification, service offering and benefits of the Inland Rail Program are discussed in Chapter 2: Project rationale.

1.2 The Project

ARTC proposes to construct and operate the Border to Gowrie section (the Project) of the Inland Rail Program. This section consists of 216.2 km of new single-track railway with five crossing loops. It will ultimately accommodate trains up to 3,600 metres (m) long, based on business needs, but will be initially constructed to accommodate 1,800 m long double-stack freight trains. The Project will use a combination of existing rail corridors and new rail corridor.

The Project design responds to key environmental and social constraints and has been developed in line with engineering standards to produce a feasible rail design (the reference design), which will achieve the performance specifications for the Inland Rail Program and the Project. The performance specifications for the Inland Rail Program and the Project are introduced in Chapter 5: Project description.

The estimated capital expenditure for the Project is approximately \$1.1 billion (ARTC, 2015a)¹. This is due to its length, total earthworks, number of road–rail interfaces and structures, particularly that cross the Condamine River floodplain.

1.2.1 Project objectives

The objectives of the Project are to:

- ▶ Provide rail infrastructure that meets Inland Rail performance specifications to enable trains using the Inland Rail corridor to travel from the NSW/QLD border to Gowrie, connecting with other sections of the Inland Rail Program to the north and south
- ▶ Provide connectivity at points of interface with the existing Queensland Rail (QR) network, enabling trains operating on the regional network to use sections of Inland Rail
- ▶ Minimise the potential for environmental and community impacts by maximising use of existing rail corridor.

The objectives of the Inland Rail Program, as a whole, are to:

- ▶ Provide a rail link between Melbourne and Brisbane (refer Figure 1.1) that is interoperable with train operations to Perth, Adelaide and other locations on the standard-gauge rail network. This will serve future rail freight demand and stimulate growth for inter-capital and bulk rail freight
- ▶ Provide an increase in productivity that will benefit consumers through lower freight transport costs
- ▶ Provide a step-change improvement in rail service quality in the Melbourne to Brisbane corridor and deliver a freight rail service that is competitive with road
- ▶ Improve safety, congestion and reduce environmental impacts by moving freight from road to rail
- ▶ Bypass bottlenecks within the existing metropolitan rail networks and free up train paths for other services along the coastal routes
- ▶ Act as an enabler for regional economic developments along the Inland Rail corridor.

1. The EIS includes an estimated capital cost profile of approximately \$1.1 billion, consistent with the Inland Rail Programme Business Case (ARTC, 2015a) and is an estimate of direct construction costs—including, but not limited to: delivering environmental and heritage commitments; fencing and earthworks; tunnels and tunnel services; formation and roadworks; structures; track works (loops and crossings); delivery works (incidentals and utilities); and supply of track, sleepers and turnouts. The Project is expected to represent an investment of up to \$1.4 billion—this figure includes both direct construction costs and indirect costs. Indirect costs include items such as: design services, Contractor overhead and margins, contingency, and escalation. The total investment figure also includes ARTC Program costs such as project management, train control systems, property requirements and insurances. The total investment figure makes provision for expected Project contingency and risk. Further detail on the economic impact assessment is located in Chapter 16: Economics and Appendix V: Economic Impact Assessment Technical Report.



FIGURE 1.1 THE MELBOURNE TO BRISBANE INLAND RAIL ROUTE

1.2.2 Location

1.2.2.1 Overview

The Project starts at the NSW/QLD border, the median line of the Macintyre River, approximately 18 km to the south-east of Goondiwindi, near Kurumbul. The Project ends in Gowrie, before the Inland Rail connection to QR's West Moreton Line on the south-eastern outskirts of Kingsthorpe.

The Project provides a link between the adjacent Inland Rail projects of:

- ▶ North Star to NSW/QLD border in the south at the Macintyre River
- ▶ Gowrie to Helidon project in the north, which connects into QR's West Moreton Line.

The Project is located within the Goondiwindi Regional Council (GRC) and Toowoomba Regional Council (TRC) local government areas (LGAs) in the Darling Downs. The location of the Project and its regional and local contexts are shown in Figure 1.2 and Figure 1.3 (consisting of Figure 1.3a to Figure 1.3k). The Project footprint (i.e. permanent and temporary disturbance footprints) is also shown in Figure 1.3.

The Project footprint has been established to encompass all permanent infrastructure required for the Project. Permanent infrastructure features include the new rail track, bridges and drainage structures, level crossings, road realignments, possible upgrades to adjacent roads and infrastructure, rail maintenance access roads (RMAR), fencing and signage.

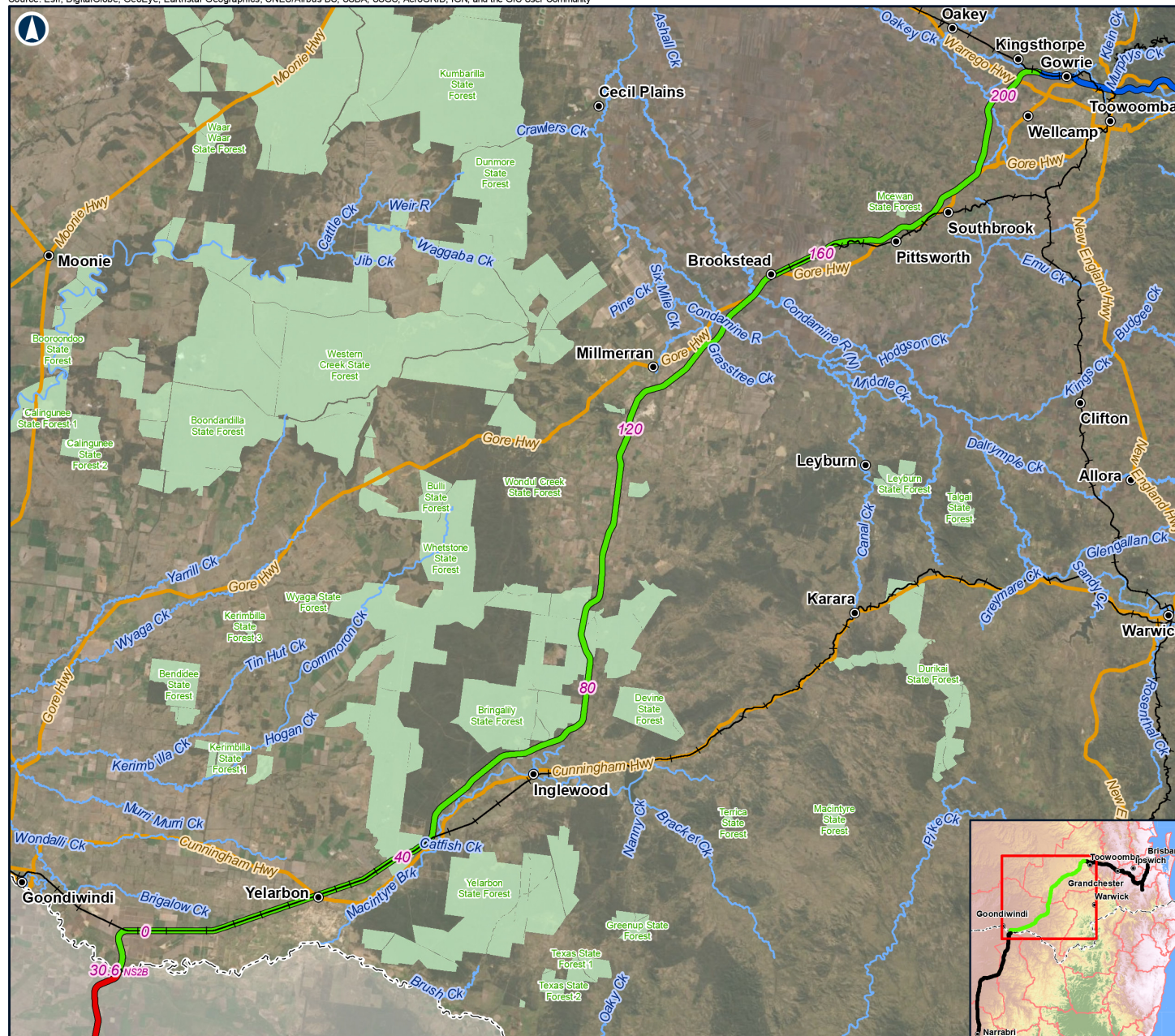
The Project footprint also includes land required on a temporary basis to enable construction of the Project, including for construction laydown, stockpile and storage areas, temporary erosion control structures, concrete batching and movement of construction traffic parallel to the rail alignment.

Further information about the location and description of the Project is provided in Chapter 5: Project description.

1.2.2.2 Project chainages

Horizontal distances and locations along a rail corridor are typically defined by chainage measured in kilometres along the centreline of the alignment. For this Project, chainages start at chainage (Ch) 30.60 km at the southern-most point on the Macintyre River. Chainages increase in a northerly direction along the alignment to Ch 39.86 km within the South Western Line rail corridor, which is the northern limit of standard gauge rail for the Project. At this point chainages are reset and revert to zero. From this zero-point, chainages continue to increase in a northerly direction along the dual-gauge rail alignment to Ch 206.95 km at the northern-most point of the Project.

For clarity, in this Environmental Impact Statement (EIS), chainages south of the zero-point within the South Western Line rail corridor are presented with the suffix '(NS2B)'. Chainages north of this point are presented without the suffix. For example, Ch 38.00 km (NS2B) and Ch 38.00 km relate to two different locations along the Project alignment. Project chainages are shown on Figure 1.2 and Figure 1.3a to Figure 1.3k.



INLAND RAIL ARTC

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

NSW/QLD BORDER TO GOWRIE

Figure 1.2: Regional context

LEGEND

- 5 Chainage (km)
- Localities
- North Star to NSW/QLD border alignment
- NSW/QLD border to Gowrie alignment
- Gowrie to Helidon alignment
- Existing rail
- Major roads
- Watercourses
- NSW/QLD border
- State forest

0 20 40 km

Coordinate System: GDA 1994 MGA Zone 56

ARTC makes no representation or warranty and assumes no duty of care or other responsibility to any party as to the completeness, accuracy or suitability of the information contained in this GIS map. The GIS map has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or suitability of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person whatsoever placing reliance upon the information contained within this GIS map.

Date: 22/10/2019

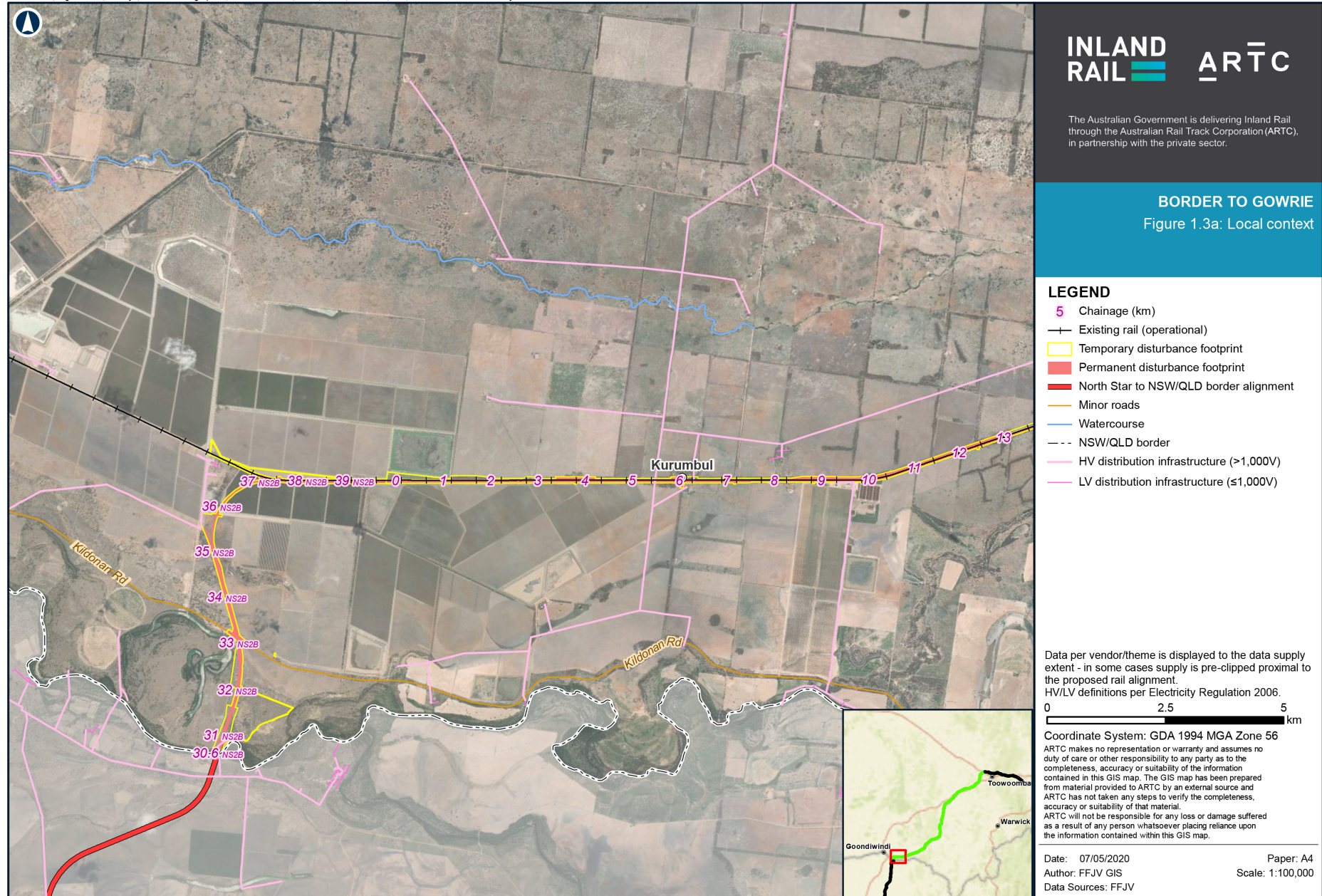
Paper: A4

Author: FFJV GIS

Scale: 1:800,000

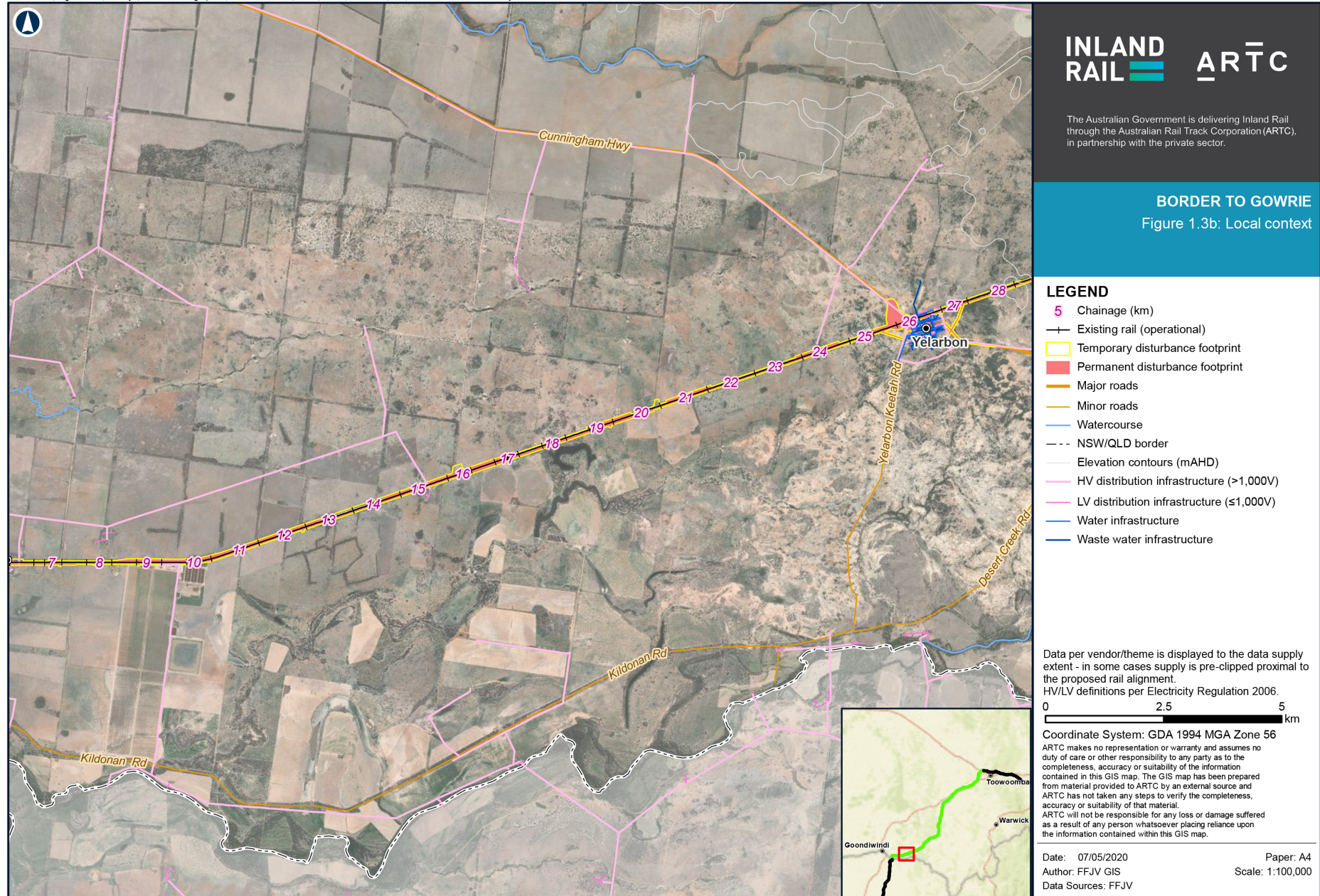
Data Sources: FFJV LCT

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



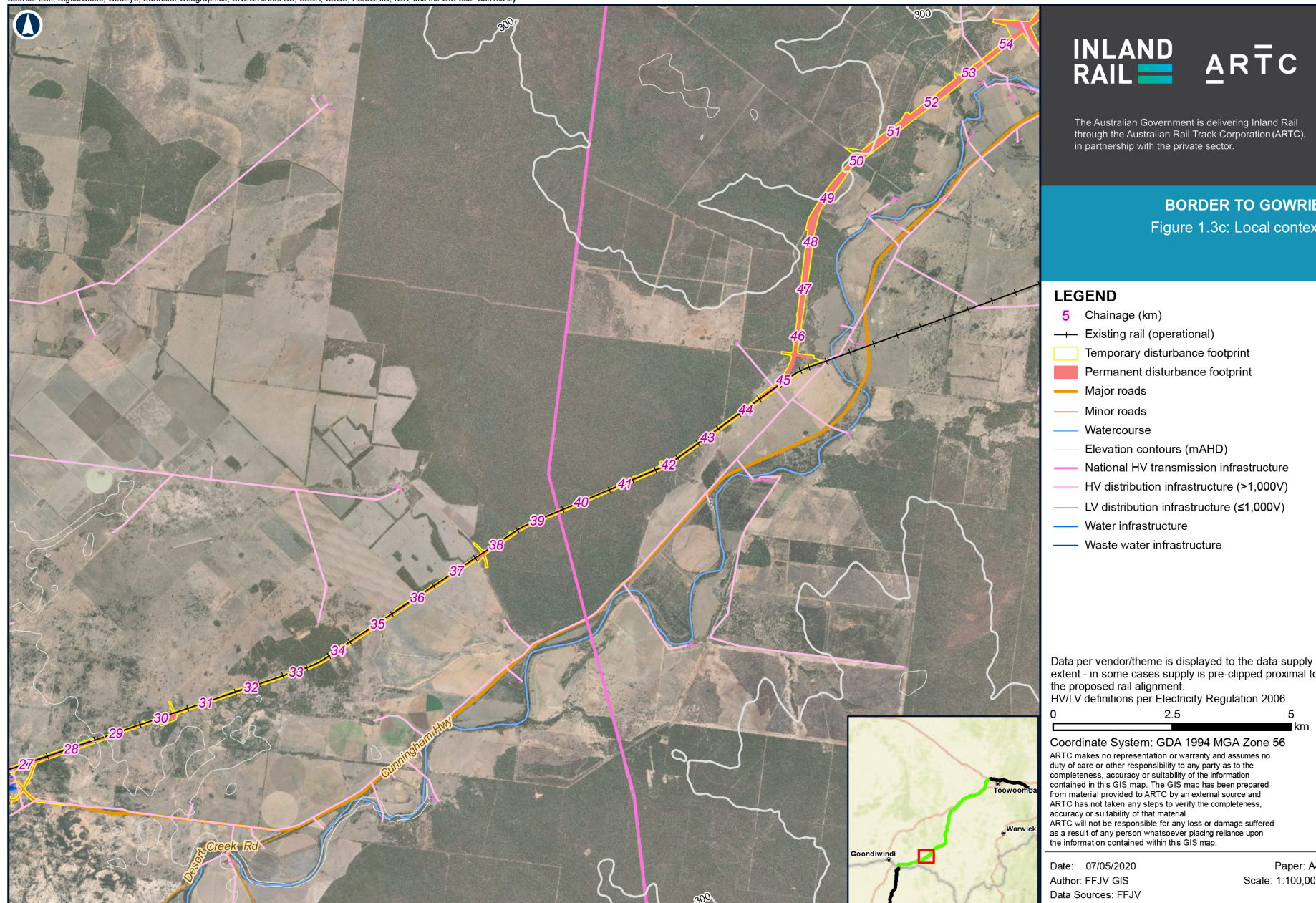
Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1_3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



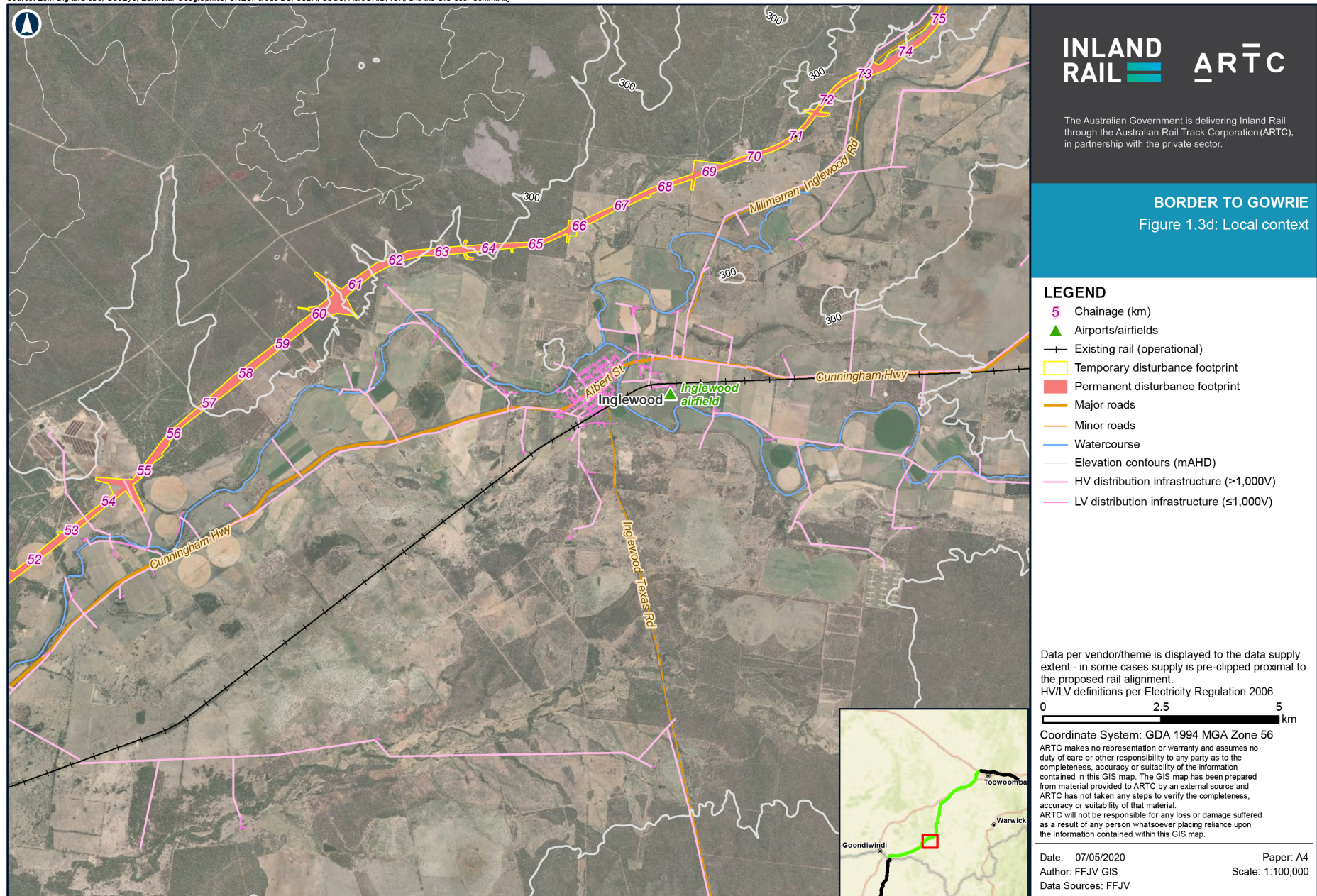
Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1_3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
 Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



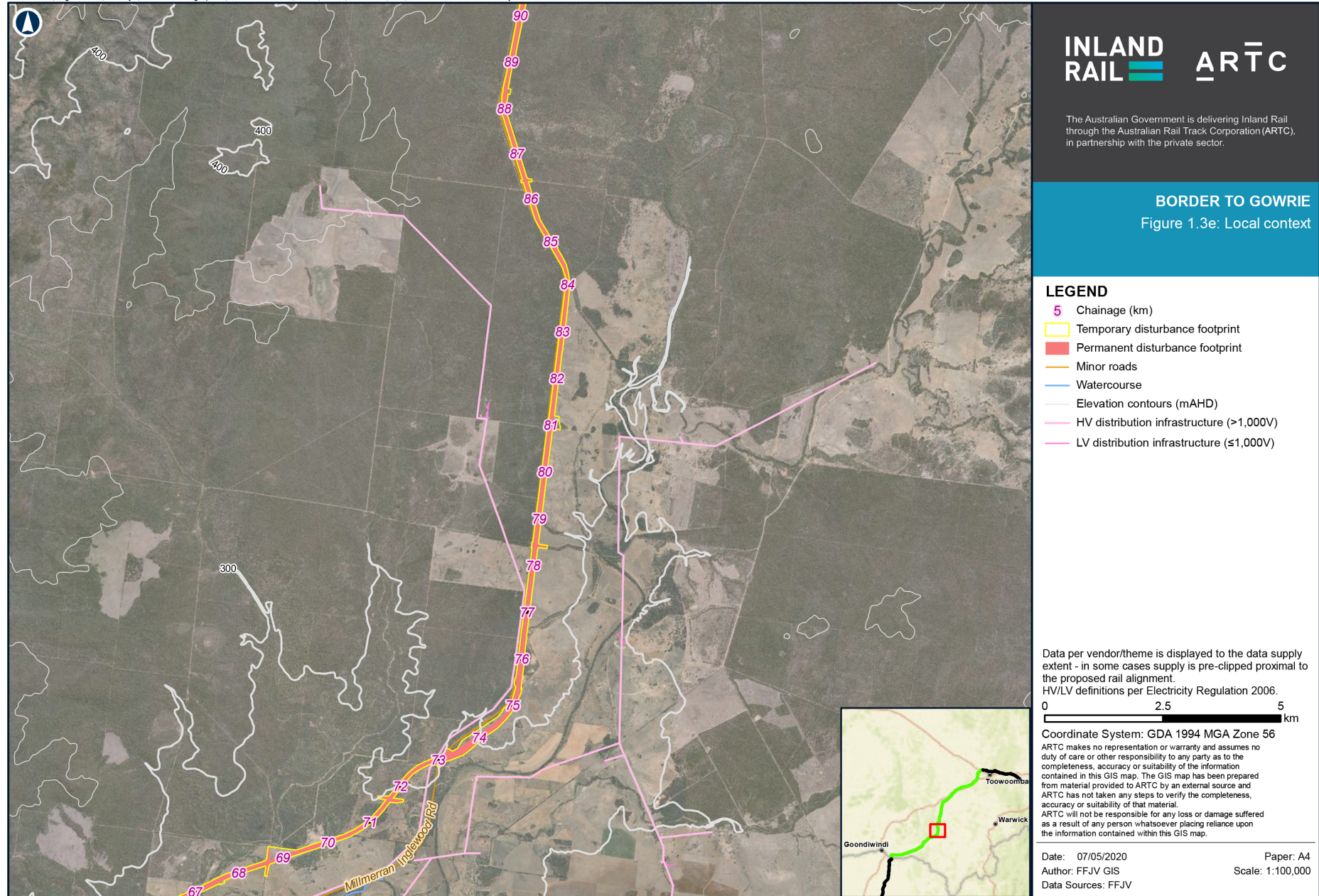
Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1.3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



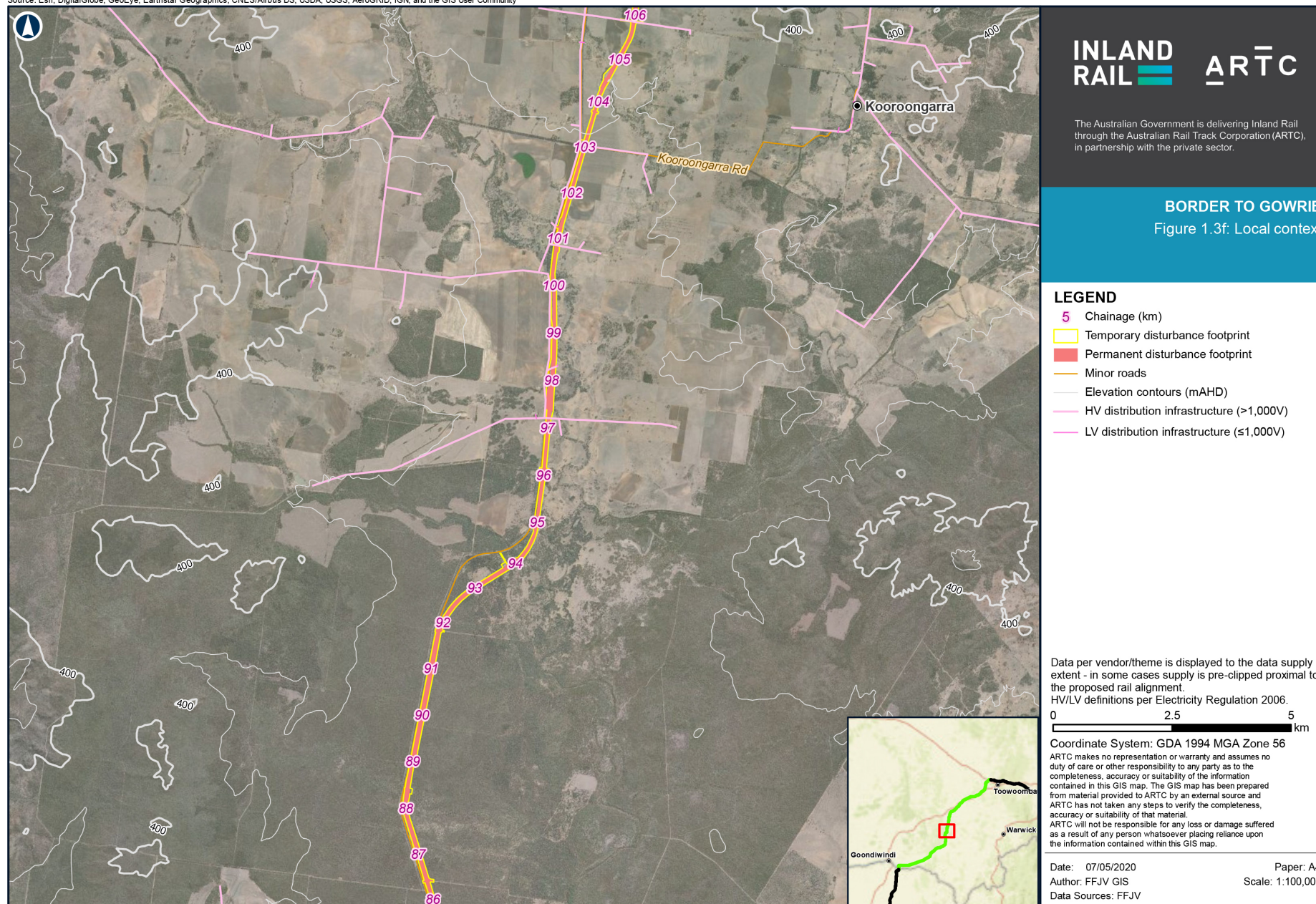
Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1.3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



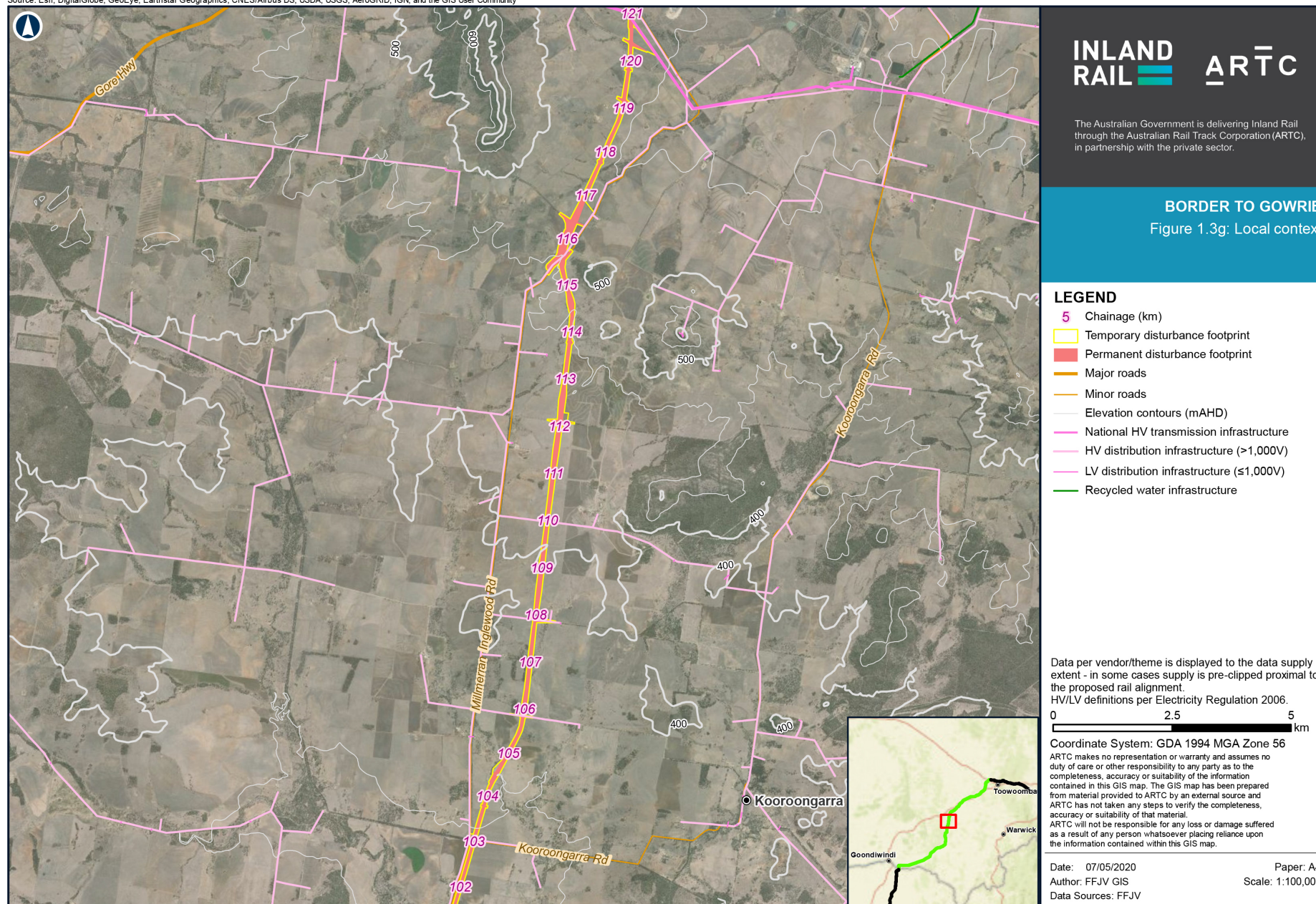
Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1.3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



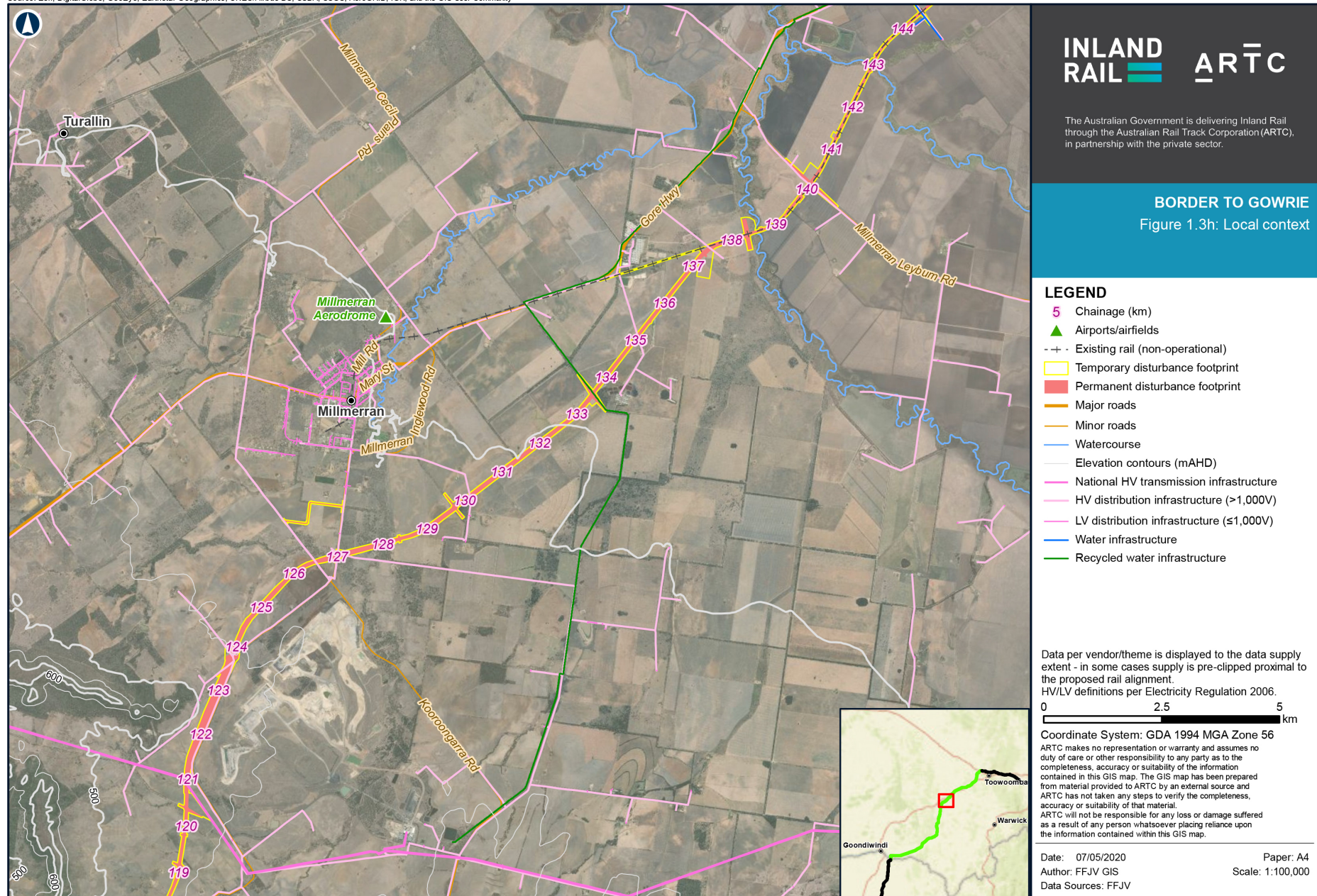
Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1.3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

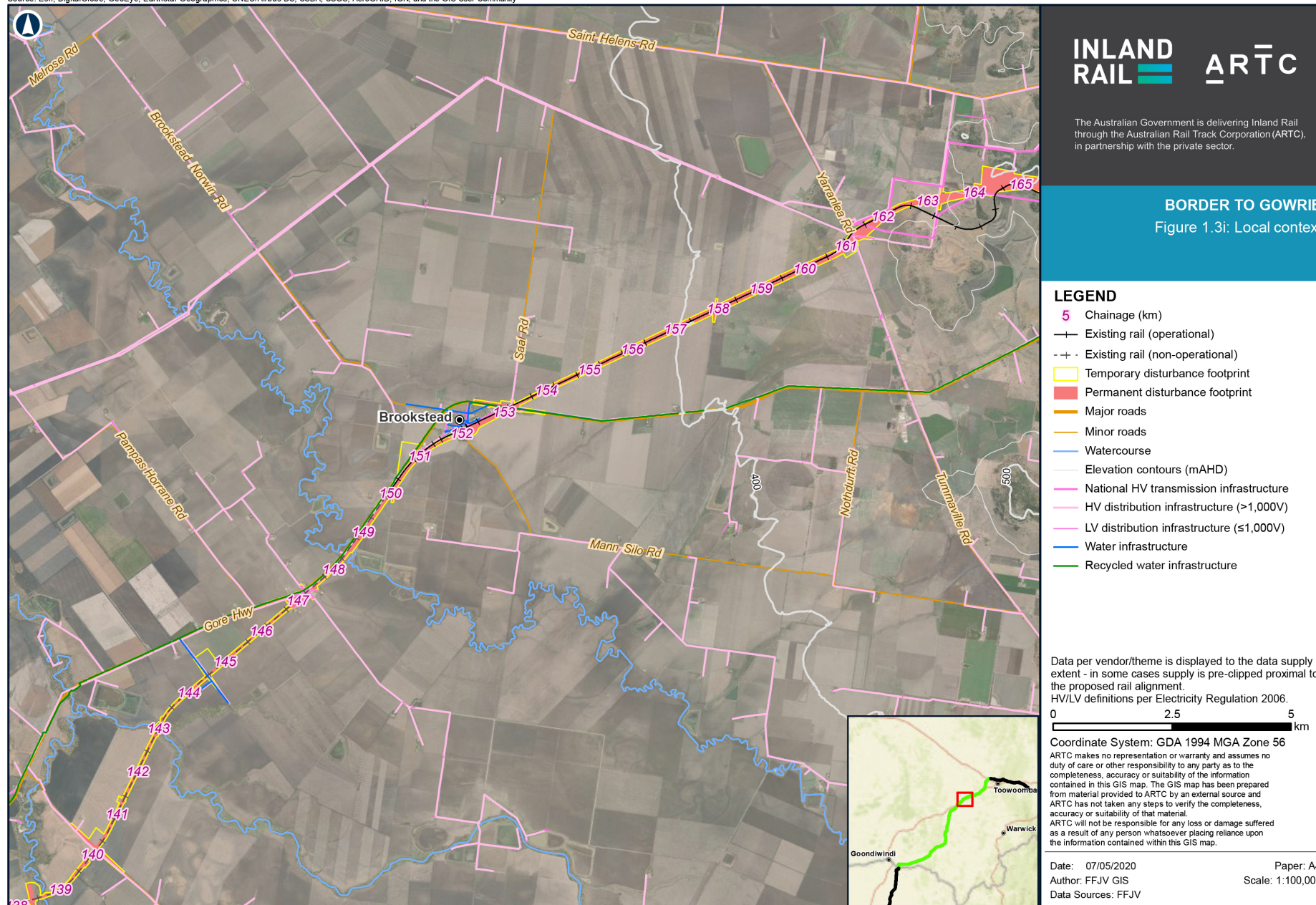


Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1.3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

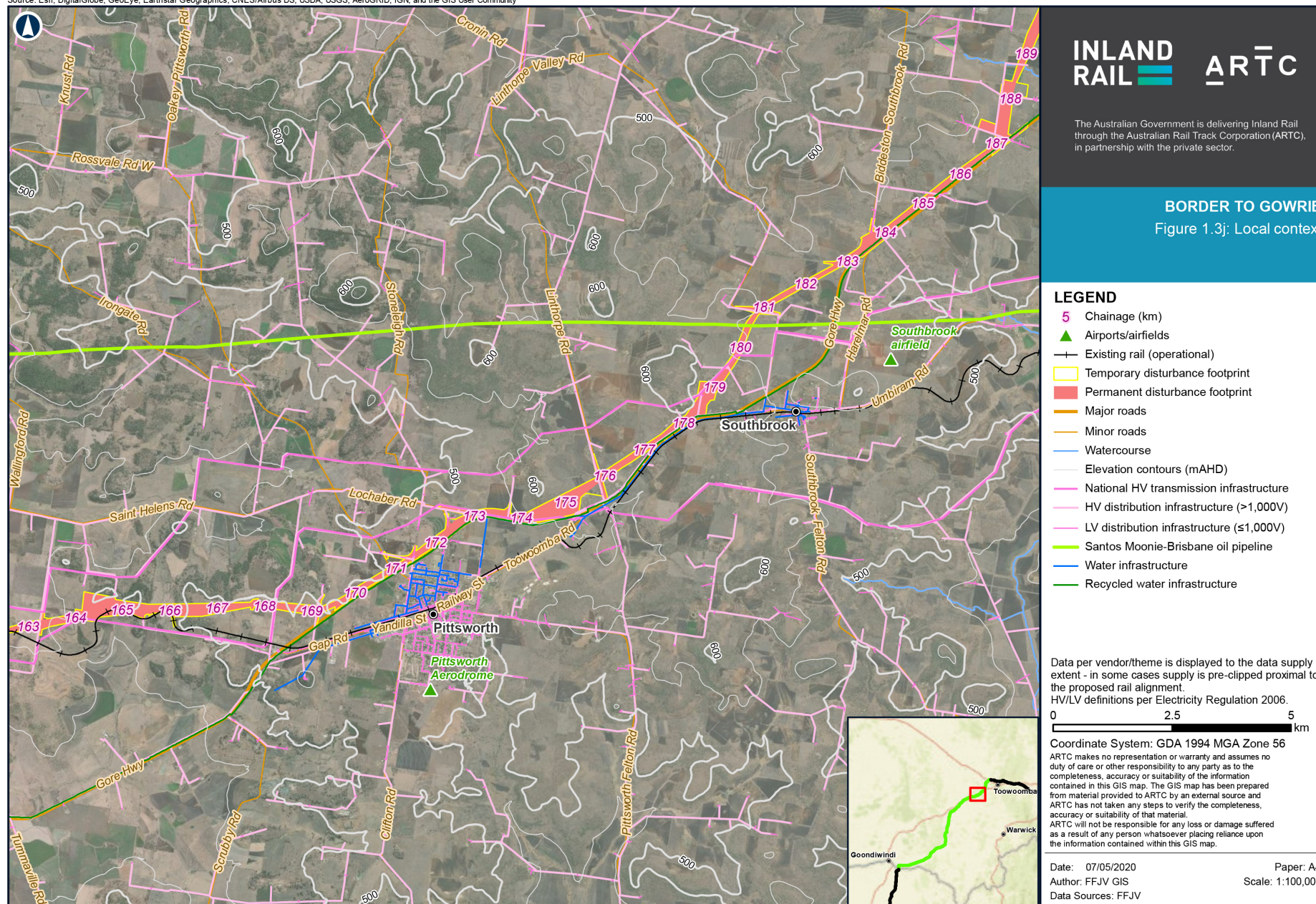
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
 Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
 Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

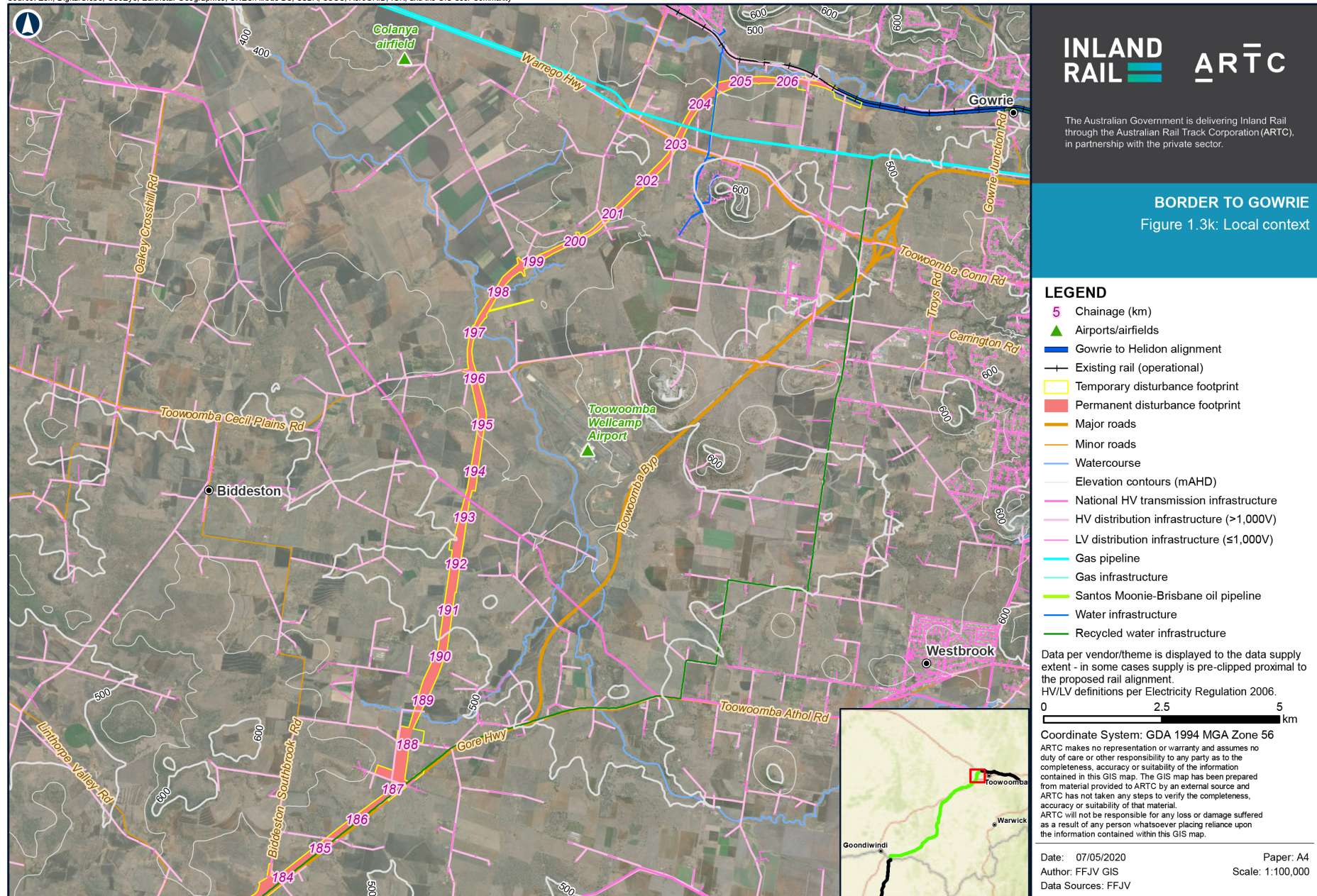


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1.3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



Map by: LCT/KG/DTH Z:\GIS\GIS_310_B2G\Tasks\310-EAP-201812111441_EIS_Chapter_1_Figures\310-EAP-201812111441_ARTC_Fig1.3_LocalContext_A4P_v6.mxd Date: 6/30/2020 13:53

1.2.3 Key features

The Project consists of the key permanent and temporary features listed in Table 1.1. Key features of the Project are also shown Volume 3: Design drawings.

Further information on the features of the Project is provided in Chapter 5: Project Description.

TABLE 1.1 KEY FEATURES OF THE PROJECT

Aspect	Description
Permanent features	
New track	▶ Approximately 216.2 km of new single-track railway, consisting of: ▶ 7.0 km of standard-gauge rail (1,435 millimetres (mm)) ▶ 209.2 km of dual-gauge rail (standard (1,435 mm) and narrow (1,067 mm) gauge). ▶ Railway infrastructure and the corridor will initially be constructed for 1,800 m long trains, and future-proofed for operation of 3,600 m trains.
Rail corridor	▶ Establishment of approximately 145.0 km of new rail corridor and use of approximately 71.2 km of existing rail corridor. ▶ The rail corridor is generally a minimum width of 40 m. There is one exception to this where the Project uses the existing rail corridor for the South Western Line parallel to Yelarbon–Kurumbul Road from Ch 7.5 km to Ch 10.0 km. The rail corridor may be as narrow as 25 m through that section to minimise impacts to Yelarbon–Kurumbul Road, adjoining land uses and their access arrangements. ▶ The rail corridor would extend out to a maximum of 230 m. Wider sections of corridor are required to accommodate earthworks, drainage structures, rail infrastructure, access tracks and fencing. ▶ The rail corridor will be of sufficient width to accommodate all proposed railway infrastructure, including the crossing loops, as well as future expansion to accommodate the potential for 3,600 m long trains.
Crossing loops and turnouts	▶ Crossing loops are places on a single-line track where trains in opposing directions can pass each other. Five crossing loops will be constructed as part of the Project, at a minimum of 2,200 m in length for each loop. ▶ Turnouts allow the train to be guided from one section of track to another. Turnouts that connect into crossing loops and QR's existing South Western Line, Millmerran Branch Line and sidings have been incorporated into the reference design.
Bridges	▶ Bridges to accommodate topographical variation, crossings of waterways or other infrastructure.
Drainage	▶ Cross-drainage is provided by reinforced concrete pipe culverts and reinforced concrete-box culverts. ▶ Scour protection measures will be installed around culverts and abutments to prevent erosion.
Rail crossings	▶ Rail crossings, including level crossings, grade separated crossings (rail or road overbridges) and occupational/private crossings.
Ancillary works	▶ The construction of associated railway infrastructure, including maintenance sidings and signalling infrastructure to support Advanced Train Management Systems (ATMS). ▶ Ancillary works, including works to level crossings, signalling and communications, signage and fencing, drainage works, and installation or modification of services and utilities within the rail corridor.
Construction features (temporary)	
Land	▶ Temporary access tracks will be used to access construction sites. Where possible, access tracks will be retained to serve as RMAR during the operation of the Project. ▶ Land requirements for construction will include temporary workspaces, site offices and laydown facilities. These requirements are encompassed within the nominated temporary construction footprint for the Project. ▶ Laydown areas will be located approximately every 5 km (avoiding 1% annual exceedance probability (AEP) floodplains, where possible). Larger sites will be located approximately every 2 km.

Aspect	Description
Embankments and cuttings	▶ Embankments and cuttings will be required along the length of the rail alignment.
Borrow pits	▶ Identification, establishment and lawful use of borrow pits for sourcing construction materials for the Project. This does not include existing borrow pits owned by third parties. Borrow pits are not included in the Project footprint as approval to establish and use borrow pits will be sought separately to the EIS approval process.
Accommodation camps	▶ Construction, use and decommissioning of up to three temporary non-resident workforce accommodation camps. These camps are not included in the Project footprint as approval to establish and operate non-resident workforce accommodation camps will be sought separately to the EIS approval process.

1.2.4 Timing and operation

Early works for the Project is planned to start in 2021, with construction expected to be completed by the beginning of 2026. The Inland Rail Program, and the Project, are scheduled and expected to be operational in 2026.

The Project will be operational when all 13 sections of the Inland Rail Program are complete, which is expected to be in 2026. The Project will be managed and maintained by the ARTC; however, train services will be provided by a variety of operators. The trains will be a mix of grain, intermodal (freight) and other general transport trains.

The Project will be trafficked by a daily average of 14 trains in 2026, increasing to 20 trains by 2040 with peak operational train numbers projected to be 25 per day in 2040. Projected train numbers for the Project are summarised in Table 1.2. They are presented for the following sections of the Project:

- ▶ Between the NSW/QLD border and the South Western Line rail corridor, which will be used by trains running interstate on Inland Rail
- ▶ Between the South Western Line rail corridor and Gowrie, which will be used by interstate trains, in addition to those accessing Inland Rail from the existing QR network.

Annual freight tonnages will increase in parallel with train numbers, from approximately 14.2 million tonnes per year in 2026 to 21.8 million tonnes per year in 2040.

TABLE 1.2 DAILY AVERAGE TYPICAL (2026 AND 2040) AND PEAK (2040) TRAIN NUMBERS

Project section	Average 2026*	Average 2040*	Peak 2040*
NSW/QLD border to South Western Line rail corridor	11	17	21
South Western Line rail corridor to Gowrie	14	20	25

Table note: * Numbers rounded to nearest whole number

1.3 Objectives of the Environmental Impact Statement

The objectives of this EIS are to:

- ▶ Provide information to stakeholders and the public on the need for the Project and alternatives to it
- ▶ Describe the temporal and spatial extent of the Project, its key features and proposed construction methods
- ▶ Describe the expected benefits and opportunities associated with the Project
- ▶ Document the potential impacts to the natural, social and economic environment
- ▶ Demonstrate how adverse impacts can be avoided, mitigated and managed, or where offsets for significant residual impacts are required
- ▶ Present an Outline Environmental Management Plan (Outline EMP) to demonstrate practical implementation of construction environmental management measures
- ▶ Present sufficient information to enable the need for post-EIS approvals to be identified and the timings to obtain such approvals.

1.4 Structure of the Environmental Impact Statement

This EIS supports an application for approval of the Project under Section 26(1)(a) of the *State Development and Public Works Organisation Act 1971* (Qld) (SDPWO Act). It addresses the *Terms of reference for an environmental impact statement: Inland Rail—Border to Gowrie project* dated November 2018 (the ToR) (refer Appendix B: Terms of Reference Compliance Table). The Project is also a controlled action under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) and requires approval from the Australian Government Minister for the Environment.

The EIS comprises three volumes:

- ▶ Volume 1—Chapters describing the EIS process, the Project, specific matters (environmental, social or economic) and values, potential impacts and mitigation measures
- ▶ Volume 2—Appendices supporting the chapters, including the ToR and specialist technical reports on specific matters (environmental, social or economic)
- ▶ Volume 3—Design drawings documenting the reference design for the Project.

The structure of the Volume 1 EIS chapters are outlined in Table 1.3, and the structure of the Volume 2 EIS appendices is set out in Table 1.4.

TABLE 1.3 STRUCTURE OF THE VOLUME 1 ENVIRONMENTAL IMPACT STATEMENT CHAPTERS

Chapter	Title
	Executive Summary
Chapter 1	Introduction
Chapter 2	Project Rationale
Chapter 3	Legislation and Project Approvals Process
Chapter 4	Assessment Methodology
Chapter 5	Project Description
Chapter 6	Sustainability
Chapter 7	Land Use and Tenure
Chapter 8	Land Resources
Chapter 9	Landscape and Visual Amenity
Chapter 10	Flora and Fauna
Chapter 11	Air Quality
Chapter 12	Surface Water and Hydrology
Chapter 13	Groundwater
Chapter 14	Noise and Vibration
Chapter 15	Social
Chapter 16	Economics
Chapter 17	Cultural Heritage
Chapter 18	Traffic, Transport and Access
Chapter 19	Hazard and Risk
Chapter 20	Waste Management
Chapter 21	Cumulative Impacts
Chapter 22	Outline Environmental Management Plan
Chapter 23	Conclusions
Chapter 24	Glossary and Abbreviations
Chapter 25	References

TABLE 1.4 STRUCTURE OF THE VOLUME 2 ENVIRONMENTAL IMPACT STATEMENT APPENDICES

Appendix	Title
Appendix A	Terms of Reference
Appendix B	Terms of Reference Compliance Table
Appendix C	Stakeholder Engagement Report
Appendix D	Study Team
Appendix E	Corporate Environment and Safety Policies
Appendix F	Impacted Properties
Appendix G	Geotechnical Investigation Data
Appendix H	EMR Certificates and Soil Laboratory Certificates
Appendix I	Landscape and Visual Impact Assessment Technical Report
Appendix J	Terrestrial Ecology Technical Report
Appendix K	Aquatic Ecology Technical Report
Appendix L	Matters of National Environmental Significance Technical Report
Appendix M	Preliminary Fauna Movement Provision and Fencing Strategy
Appendix N	Draft Offset Strategy
Appendix O	Air Quality Technical Report
Appendix P	Surface Water Quality Technical Report
Appendix Q1	Hydrology and Flooding Technical Report—Volume I
Appendix Q2	Hydrology and Flooding Technical Report—Volume II
Appendix R	Groundwater Technical Report
Appendix S	Construction Noise and Vibration and Operational Road Traffic Noise Technical Report
Appendix T	Operational Railway Noise and Vibration Technical Report
Appendix U	Social Impact Assessment Report
Appendix V	Economic Impact Assessment
Appendix W	Non-Indigenous Cultural Heritage Survey Report
Appendix X	Traffic Impact Assessment
Appendix Y	Spoil Management Strategy
Appendix Z	Proponent Commitments

1.5 Proponent

ARTC was created in 1997 after the Australian Government and state governments agreed to the formation of a single point of contact for all operators seeking to access the national interstate rail network.

Since its formation, ARTC has developed into one of Australia's largest freight rail network owners with more than 20 years' experience in building, maintaining and operating rail infrastructure. ARTC's network extends for more than 8,500 route km and includes the Hunter Valley coal rail network. It transports agricultural products, resources, general freight and passenger services through NSW, QLD, South Australia, VIC and Western Australia.

ARTC plays a critical role in the transport supply chain and in the overall economic development of Australia. The ARTC network supports industries and businesses that are vital to the nation's economy by facilitating the movement of a range of commodities. Across the network, ARTC is responsible for:

- ▶ Selling access to train operators
- ▶ Developing new business
- ▶ Capital investment in the network
- ▶ Managing the network
- ▶ Infrastructure maintenance.

As the operator and manager of Australia's national rail freight network, ARTC has successfully delivered more than \$5b in capital upgrades to the national rail freight network. Having emerged from this period of significant investment and network growth, ARTC has now been tasked with developing a program to deliver Inland Rail under the guidance of the Department of Infrastructure, Transport, Regional Development and Communications.

ARTC has previously incurred two penalties in NSW relating to minor environmental incidents, including:

- ▶ NSW Environmental Protection Authority Penalty Notice to ARTC dated 29 May 2012 for discharge of sediment-laden water at Allandale (Maitland to Minimbah Third Track Project) = \$1,500
- ▶ NSW Environmental Protection Authority Penalty Notice to Transport Express JV (operating under ARTC EPL) dated 5 March 2012 for sediment and erosion control issues at Sawtell = \$1,500.

ARTC has not incurred any other environmental prosecutions within the last 10 years.

ARTC also previously entered into a Voluntary Enforceable Undertaking with the Australian Government Department of Sustainability, Environment, Water, Population and Communities (now Department of Agriculture, Water and the Environment (DAWE)) under the EPBC Act in 2011.

Contact details for the Inland Rail Program are as follows:

Inland Rail
Australian Rail Track Corporation
ABN: 75 081 455 754
Level 16, 180 Ann Street
Brisbane, QLD, 4000
GPO Box 2462
Brisbane QLD 4001
Telephone: 1800 732 761

Further information on ARTC can be found at: artc.com.au.

ARTC operates under an Environment Policy and a Safety Policy. Furthermore, ARTC has developed the Inland Rail Environment and Sustainability Policy, which establishes aims and objectives for the environment, social performance, stakeholder engagement and economic outcomes for communities. Copies of these policies are provided in Appendix E: Corporate Environment and Safety Policies.

Details of the experience and qualifications of consultants and subconsultants engaged by ARTC to complete the EIS are provided in Appendix D: Study Team.

1.6 The Environmental Impact Statement process

The Project was declared a 'coordinated project for which an EIS is required' by the Coordinator-General on 16 March 2018 under Section 26(1)(a) of the SDPWO Act. This declaration initiated the statutory environmental impact assessment procedure detailed in Part 4 of the SDPWO Act, which requires the proponent to prepare an EIS for the Project.

On 9 April 2018, the Australian Government Minister for the Environment determined the Project to be a 'controlled action' under the EPBC Act (reference number EPBC 2018/8165).

The SDPWO Act EIS process has been accredited under the Bilateral Agreement for the assessment of the Project under the EPBC Act. The EIS must state the controlling provisions for the Project and describe the aspects of the environment that led to the controlled action decision.

The key benefits of ARTC gaining the coordinated project declaration are:

- ▶ To provide the public with the opportunity to comment and provide input into the ToR for the EIS, and following its development, on the draft EIS
- ▶ To have an independent and transparent social, economic and environmental assessment of the Project undertaken by the Coordinator-General
- ▶ For the opportunity of efficient assessment of EPBC Act matters in accordance with the QLD State Government and Australian Government EPBC Act assessment bilateral agreement.

The EIS has been prepared to address the ToR. For all relevant matters, the EIS identifies and describes the environmental values that must be protected as specified in Section 9 of the *Environmental Protection Act 1994* (Qld) (EP Act), the *Environmental Protection Regulation 2008* (Qld), environmental protection policies, water resource plans, State Planning Policy, relevant guidelines and the EPBC Act.

The Coordinator-General will evaluate the potential environmental impacts of the Project based on the information provided in the EIS and from submissions received during the public consultation process.

1.7 Environmental Impact Statement consultation

Any person, group or organisation can make a submission about the Project's EIS to the Office of the Coordinator-General. Any properly made submissions must be accepted by the Coordinator-General and considered in evaluating the EIS.

Under the SDPWO Act, a properly made submission must:

- ▶ Be made in writing
- ▶ Be received on or before the last day of the submission period
- ▶ Be signed by each person who makes the submission
- ▶ State the name and address of each person who makes the submission
- ▶ State the grounds of the submission and the facts and circumstances relied on in support of those grounds.

A person wishing to make a submission about the EIS should also:

- ▶ Clearly state the matter(s) of concern or interest and list points to help with clarity
- ▶ Reference the relevant section(s) of the EIS
- ▶ Ensure the submission is legible.

The Coordinator-General may accept submissions which are not properly made.

Any submissions regarding this EIS should be addressed to:

The Coordinator-General
C/- EIS Project Manager—Inland Rail, Border to Gowrie
Coordinated Project Delivery
Office of the Coordinator-General
Box 15517
CITY EAST QLD 4002

Submissions can be made electronically at the following email address:

inlandrailb2g@coordinatorgeneral.qld.gov.au

Electronic submissions are still required to meet the properly made requirements of the SDPWO Act.

For further enquiries, please contact Telephone: 13 QGOV (13 74 68).

Properly made submissions on the EIS (and additional information) are part of the material that must be given consideration in the Coordinator-General's assessment of the Project, including recommendations and conclusions about the potential environmental impacts and mitigation strategies.

Any submitter of a properly made submission in response to the EIS will have submitter appeal rights in relation to any subsequent 'impact assessable' development application under the *Planning Act 2016* (Qld) (Planning Act).