

Appendix E  
Environmental Terms of Reference



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**Queensland Transport**  
Report for Proposed Bundaberg  
Port Rail Link  
Terms of Reference  
February 2009



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# 1. General Information

## 1.1 Objective

The purpose of these Terms of Reference (TOR) is to define the scope of work needed for an Impact Assessment Report (IAR) for the construction and operation of a proposed new railway line located in Queensland between the North Coast Line (NCL), Gooburrum and the Port of Bundaberg (hereon referred to as the Bundaberg Port Rail Link). The IAR will describe the existing environment, identify potential impacts of the project on the environment and local communities, and will recommend safeguards and mitigation measures to control potential impacts.

It is important to note that these TOR have been developed largely at a desktop level and, where relevant, the ensuing environmental assessment will involve appropriate field investigations that may alter this document. This document therefore provides a framework that may be revised and updated based on appropriate field investigations and liaison with the relevant authorities. Any alterations must be approved by Queensland Transport.

## 1.2 Project Proponent

The Proponent of the Bundaberg Port Rail Link (BPRL) is Queensland Transport (QT), a Queensland government operated organisation. The Proponent has a vested interest in both passenger railways and freight railways however for this project, the proposed railway is designed specifically for freight use only.

## 1.3 Project Background

In 2003 QT, in conjunction with Bundaberg City Council, Burnett Shire Council, Bundaberg Port Authority and the Queensland Department of Main Roads, commissioned GHD Pty Ltd (GHD) to examine the need and options for providing future rail access to the Port of Bundaberg. The resulting pre-feasibility report, *Feasibility Study for the Consideration of Needs and Options for Future Rail Access to the Port of Bundaberg*, completed in October 2004, found that:

- ▶ Based on current and forecast traffic over the medium-term, there was only limited justification for constructing a rail link. However in the long-term, new trade opportunities may justify the construction of a link; and
- ▶ Of the four broad rail corridor options identified as part of the study, Option 3 (located to the north of the Burnett River) was identified as providing the best outcome in terms of optimum performance with minimum impact.

The Queensland Government has since committed to progress planning for the BPRL to finalise the alignment of a corridor. The northern corridor option is the preferred broad study area for the rail link.

During 2008 two feasible alignments within the Option 3 study area (Alignment C and Alignment D) were evaluated in detail to compare which option represented the best environmental outcome, taking into consideration social, economic and environmental impacts commonly referred to as a triple bottom line assessment. Development and analysis of the proposed BPRL was undertaken through a multi criteria analysis method known as Infrastructure Corridor Assessment (INCA) modelling.

Multi criteria analysis is a process which makes quantitative (numerical) and qualitative (judgemental) analysis of each criteria considered, and combines these to achieve a balanced result. The desktop



multi-criteria analysis used for this study utilised various data based on environmental, social, physical and built environment criteria, to identify an alignment that is considered to be the optimal alignment based on the balance of issues considered. The approach adopted for this study was to analyse the data in a spatial (or geographic) sense. A team of geospatial professionals collated the data, presented it in a spatial form (on maps) and then applied analysis techniques to combine the data to identify a corridor based on a modelling outcome. The modelling outcome was further refined to identify the draft corridor.

Various scenarios were analysed until the most appropriate rail alignment was developed. This analysis identified Alignment C to be the most sustainable outcome, whereby environmental, social, economic and engineering requirements are balanced (as documented in the Corridor Evaluation Report, GHD 2008). Alignment C will therefore form the basis of the studies that make up the IAR.

#### **1.4 Current Project Status**

It is proposed that the new railway corridor run in an east-north-easterly direction from the NCL to a proposed balloon loop adjacent to the Burnett River/Port of Bundaberg. The new corridor has been designed to Queensland Rail Standard CETS 8 Track Alignment.

The draft IAR is to be completed and released for public consultation during September 2009.

#### **1.5 Implications of Not Proceeding**

The 'Do Nothing' Option is currently a valid alternative to the proposed Rail Link as there is no over-riding economic need for the rail link.

#### **1.6 Impact Assessment Report (IAR)**

The Impact Assessment Report (IAR) will be prepared in support of an application for a Community Infrastructure Designation (CID).

The IAR will initially be prepared as a draft document, containing all the relevant information detailed in the TOR and as set out in the Department of Local Government and Planning, Sport and Recreation (DLG&P, S&R) document, *Guidelines about Environmental Assessment and Public Consultation Procedures for Designating Land for Community Infrastructure*, December 2006.

The draft IAR will be publicly advertised and written submissions will be invited from all concerned parties. A final IAR will subsequently be prepared which addresses any new concerns raised through the consultation process and incorporates any comments received.

The IAR shall contain an Executive Summary, which provides an overview of the report. This will be available separately for public information.

The proceeding Sections further describe the information that must be specifically addressed in the IAR.



## 2. Description of the Project

The IAR will provide a detailed description of the project, including:

### 2.1 Project Objective

Provide a clear outline of the objectives and scope of works for the proposed BPRL. Include any provisions for longer-term augmentation of the proposed rail link. Detail the current status of the project.

### 2.2 Project Components

Describe the new easement requirements or land that will need to be purchased and the extent of vegetation clearance required. Describe the location, type, form, dimensions and construction details of the proposed rail link and associated infrastructure.

### 2.3 Project Location

Use maps and diagrams to clearly indicate the preferred route alignment with respect to developments, residences, cultural heritage, agriculture, extractive industry and environmental constraints. Provide an overall location plan of the proposed rail link within a State or regional context.

### 2.4 Project Design, Construction and Maintenance

Describe the capacity and design life of the proposed rail link.

Provide details of the construction phase, including staging of the works, methodologies for constructing and installing structures, access and transportation requirements, service provisions, hours of construction, workforce size and local employment opportunities.

Provide details of operation and maintenance activities, including frequency and a description of activities for the rail line, access track maintenance activities within the easement, hours of operation, as well as construction and maintenance access requirements.

Provide details of decommissioning including how the rail link would be dismantled and removed, and how the alignment would be rehabilitated.

### 2.5 Safety

Outline how safety will be managed during construction and operation of the rail link. Advise of any proposals for the storage or use of dangerous goods that may trigger the provisions of the *Workplace Health and Safety Act, 1995* and the need to comply with AS1940 – Storage and handling of flammable and combustible liquids and any other dangerous goods requirements (e.g. *Dangerous Goods Safety Management Act 2001*).

### 2.6 Project Alternatives

With regards to the objectives of the proposal, key physical and engineering constraints, pertinent environmental and economic factors and community concerns, consider alternatives including demand-



side management strategies, alternative freight transport capacity, alternative start and end points, corridors and routes.

A comparative description of the impacts of each alternative shall be provided, and clear reasons for rejecting any identified alternatives will be detailed.

## 2.7 Consultations

Detail the matters likely to be of concern to parties affected by or likely to be affected by the proposal.

Undertake consultation about the project, including discussions or presentations on the relevant impacts of the project. Include discussion on any feature or areas of local regional or community concern, such as those of recreation, amenity, cultural heritage or conservation value. Consultation parties should include but not limited to:

- ▶ Relevant Local Authorities;
- ▶ Relevant Land Councils and other Aboriginal Groups;
- ▶ Relevant State Government Departments;
- ▶ Relevant service/utility providers;
- ▶ Community Groups;
- ▶ Commonwealth government agencies with an interest in the proposal;
- ▶ Land owners and adjoining land owners;
- ▶ Conservation Groups, and
- ▶ Any other interested parties, whether part of an organisation or individuals.

The IAR will detail all consultation carried out with regards to the proposed rail link. The views of any affected communities will be presented. All submissions received will be documented and responses prepared in conjunction with QT.

## 2.8 Planning and Approvals

QT intends to seek Ministerial Designation of the BPRL rail corridor, as community infrastructure under the provisions of the *Integrated Planning Act, 1997* (IPA). The necessary procedures prerequisite to a request for designation are set out in the Guidelines listed in Section 1.6.

The IAR should describe how the application of IPA provides for environmental assessment to be undertaken, while meeting QT's environmental obligations under *The Transport Infrastructure Act 1994 (Qld)*.

The IAR should also include a description of any approval required for the project, including any conditions of approval that apply to the project and how the project will comply with all relevant legislation.



### 3. Environmental Baseline Conditions and Anticipated Impacts

The IAR should describe the environmental condition along the route alignment in sufficient detail to allow the environmental impacts of the project to be adequately assessed and to provide a baseline against which predicted and future changes can be measured.

The potential environmental impacts likely to arise as a result of construction, operation and maintenance of the proposed rail link should be addressed. Where impacts are not quantifiable, they should be fully described. Impacts should be categorised as positive or negative, short or long term (including irreversible), direct or indirect. An analysis of the significance of impacts, and an indication of whether the project could result in cumulative impacts when considered in conjunction with other projects within the study area, should be provided. Any uncertainties or missing data in the assessment process are to be highlighted.

The Minor Route Alignment Study (GHD, 2008) identified the most likely impacts of construction and operation of the proposed rail link. At this stage, these are (in no particular order of significance):

- ▶ The alignment passes through several areas of regional ecosystem classified as 'Not of Concern';
- ▶ The alignment passes through the outskirts of estuarine wetlands (e.g. mangroves, salt flats and estuaries) near the river mouth of the Burnett River;
- ▶ The alignment may be impacted upon by slope in some instances, thus increasing the risk of erosion;
- ▶ The alignment passes through three different categories of acid sulfate soils;
  - At risk from potential acid sulfate soils at depths < 1.5m,
  - At risk from potential acid sulfate soils at depths >1.5m, and
  - Marine Wetlands - At risk from potential acid sulfate soils at depths < 1.5 m.
- ▶ The alignment traverses through salinity hazard areas classified as: low-moderate, moderate-high and high;
- ▶ The alignment traverses through two categories of groundwater bores including;
  - Density 0 – 10, and
  - Density 10.00000001 – 35.
- ▶ The alignment will impact on freehold land and property boundaries; and
- ▶ The alignment will have an impact on powerlines.

The above list is not exhaustive and the IAR should address, at minimum, all environmental aspects outlined below. If a matter is not relevant to this proposal, it should be noted as such. The level of analysis and detail in the IAR should reflect the level of significance of the impacts as determined by a risk assessment approach.



### **3.1 Land**

#### **3.1.1 Good Quality Agricultural Land**

The land occurring in areas affected by the Project should be assessed for its suitability for agriculture. Should Good Quality Agricultural Land (GQAL) be identified, a detailed assessment of the agricultural quality of the land in accordance with State Planning Policy 1/92 shall be undertaken to determine the following:

- ▶ the extent of the various land types in areas affected by the Project;
- ▶ the agricultural quality of the land resources in areas affected by the Project; and
- ▶ the likely effect of the Project on the land in areas affected by the Project and surrounding lands.

The IAR shall include the following:

- ▶ a description of the land resources of the Project area and an interpretation of the attributes of the identified land resources, in terms of its suitability for the major agriculture land uses of the surrounding region;
- ▶ a discussion of any potential conflict between the Project and surrounding land uses;
- ▶ a land suitability map of the land affected by the Project denoting the location of on ground observations and classes of agricultural land as described in the Department of Natural Resources and Water's land classification system which supports State Planning Policy 1/92; and
- ▶ a description of the background data of the land affected by the Project, including detailed site descriptions and soil analyses.

#### **3.1.2 Fisheries Habitat**

The aquatic flora occurring in the areas affected by the Project should be described. The description of the flora present or likely to be present in the area should include:

- ▶ aquatic (waterway and marine) plants;
- ▶ seagrasses;
- ▶ mangroves;
- ▶ rocky shore habitats;
- ▶ aquatic substrate and stream type; and
- ▶ downstream habitat.

Define the nature and extent of existing marine features such as littoral and sub-littoral lands, waterways, affected tidal and sub-tidal lands, corals and marine vegetation (e.g. salt couch, seagrass, mangroves) within the proposed area of development and in the areas adjacent to the Project.

Field assessments should be conducted for plant species as follows:

- ▶ site data should be recorded in a form compatible with the Queensland Herbarium CORVEG database;
- ▶ a complete list of species present at each site should be recorded;
- ▶ the relative abundance of plant species present should be recorded;



- ▶ any plant species of conservation, cultural, commercial or recreational significance should be identified; and
- ▶ specimens of species listed as Protected Plants under the *Nature Conservation (Wildlife) Regulation 1994*, other than common species, are to be submitted to the Queensland Herbarium for identification and entry into the HERBRECS database.

### **3.1.3 Protected Area Estates**

The IAR shall indicate if the land affected by the Project is, or is likely to become part of a protected area estate (environmentally sensitive areas) or is subject to any treaty. The proximity of the proposal to any environmentally sensitive areas should be shown on a map of suitable scale. In particular, consideration should be given to national parks, state forests, conservation parks, declared fish habitat areas, wilderness areas, aquatic reserves, heritage/historic areas or items, national estates, world heritage listings and sites covered by international treaties or agreements (e.g. Ramsar, JAMBA, CAMBA), areas of cultural significance and scientific reserves.

In addition, the IAR shall identify whether any of those environmentally sensitive areas could be affected, directly and indirectly, by the Project.

### **3.1.4 Extractive Industry**

The IAR shall provide specific details on the type of extractive industry to be employed, including the following:

- ▶ the extraction type and methods to be used, including the major equipment to be used in the various components of the operation;
- ▶ the use of different techniques in areas of different topographic or geo-technical character; and
- ▶ chemicals to be used.

Concept and layout plans should be provided highlighting proposed buildings, structures, plant and equipment associated with the extraction processes. The nature, sources, location and quantities of all materials to be handled, including the storage and stockpiling of raw materials, should be described.

Indicative process flow-sheets should be provided showing material balances for the processing plant, and the anticipated rates of inputs, along with similar data on products, wastes and recycle streams.

### **3.1.5 Land Use and Tenure**

The IAR shall provide a description of current land tenures and land uses, including native title issues in the proposal area with particular mention of land with special purposes. The location and owner/custodians of native title in the area and details of native title claims and any Indigenous Land Use Agreements should be shown.

Maps at suitable scales showing existing land uses and tenures, and the proposal location, are to be provided for the entire proposal area and surrounding land that could be affected by the development. The maps will identify areas of conservation value and marine areas in any locality that may be impacted by the proposal. The location of existing dwellings and the zoning of all affected lands according to any existing planning scheme or other land use regulatory or policy document should be included.



### **3.1.6 Coastal Processes**

Provide an assessment of physical and chemical characteristics of sediments within the littoral and marine zone adjacent to the Project area.

Describe the physical processes of the adjacent marine environment, including currents, tides, storm surges, freshwater flows and their interaction in relation to the assimilation and transport of pollutants entering marine waters from, or adjacent to, the Project area. Describe the environmental values of the coastal resources of the affected area in terms of the physical integrity and morphology of landforms created or modified by coastal processes.

If offshore disposal of dredged material is proposed, describe the proposed sea disposal site, including the environmental value of the area, impact of use of the site on shipping, stability of the spoil ground and impact of any movement of material from the spoil ground.

### **3.1.7 Waste Management**

This section shall provide a brief overview of the waste management requirements of the Project. Full details of the waste volumes, characteristics and management strategies will be provided. Management strategies should reflect the waste hierarchy and be incorporated throughout all phases of the project.

### **3.1.8 Geology and Geomorphology**

Provide a description of the geology and geomorphology of the alignment in sufficient detail to describe the site in terms of the dominant rock formations within a regional context. Describe any interesting or unique geological or geomorphological features. Describe any known mineral deposits, mines or quarries of commercial significance along the alignment or within close proximity to it.

Describe any impacts likely to arise from construction, operation and maintenance of the rail line on major earth slippage, sterilisation of mineral resources, etc.

### **3.1.9 Soils**

Provide an analysis of soil types along the alignment, including stability, susceptibility to erosion, potential for contamination, likely presence of acid sulfate, saline or sodic soils and revegetation potential. Describe any impacts likely to arise from the construction, operation and maintenance of the rail line on soil erosion, soil contamination risk and acid sulfate, saline or sodic soils.

### **3.1.10 Landscape and Topography**

Describe the topography and landforms of the alignment and surrounding area, including details of slope, stability and any constructability issues.

Describe any impact likely to arise from construction, operation and maintenance of the rail line on landscape and topography.



## **3.2 Nature Conservation**

### **3.2.1 Flora**

Describe the existing vegetation distribution and dominant Regional Ecosystem (RE) types along the alignment. Identify the potential for flora species of conservation to occur and their likely habitat.

Describe and quantify the likely impacts on the terrestrial, aquatic and riparian flora, including any rare, threatened or endangered species or species and habitats of local, regional, State or national significance. Discuss how well vegetation communities along the alignment are represented and protected elsewhere in the region. Discuss the ability of identified stands of vegetation to withstand any increased pressure resulting from the proposal.

Advise of any matters that may significantly impact on a matter of national environmental significance that need to be referred to the Commonwealth Department of Environment, Water, Heritage and the Arts (DEWHA) for a determination as to whether or not it is a controlled action under S67 of the *Environment Protection and Biodiversity Conservation Act, 1991* (Cwth).

Provide vegetation clearance requirements and amounts of native vegetation affected. Detail tabulated data on the RE areas required to be cleared and the clearing methodology applicable to each RE. Note the revegetation potential of the habitats affected.

### **3.2.2 Fauna**

Provide a description of the fauna and identify the potential for habitat, for fauna of conservation significance that may occur along the alignment.

Describe and quantify any likely impacts on the terrestrial, aquatic or riparian fauna including migratory species and any relevant bird flight paths in addition to any rare, threatened or endangered species or species and habitats of local, regional, State or national significance.

Discuss the ability of fauna to withstand any increased pressure resulting from the proposal.

Advise of any matters that may significantly impact on a matter of national environmental significance that need to be referred to the DEWHA for a determination as to whether or not it is a controlled action under S67 of the *Environment Protection and Biodiversity Conservation Act, 1991* (Cwth).

### **3.2.3 Conservation Areas**

Provide a description of the conservation significance of any specific sections of the alignment, including wildlife and habitat. Include reference to Biodiversity Planning Assessment (fish habitat areas), State forests, stock routes and their conservation value.

Describe any impacts on natural or conservation areas that may have wildlife, habitat or aesthetic value.

### **3.2.4 Management of Pest Species**

Detail existing occurrences of pest species including weed species identification, prevalence and infestation of pests and control of illegal dumping and uncontrolled access.

Provide measurement for ongoing management of the natural environment and prevention of the introduction or spread of pests or weeds.



### **3.3 Water Resources**

Describe the hydrology of the alignment and surrounding area, including surface hydrology and locally important subsurface hydrology, including water quality and the frequency and extent of flooding. Include an overview of any water use adjacent to the alignment that may be impacted by the proposal.

Describe any likely impacts on groundwater and surface water quality and flow, the potential for surface water contamination, alterations to drainage patterns and potential impacts from storm surge. Review QT authorisation under the *Water Act, 2000* for minor works in waterways and advise of any likely impacts. Quantify such impacts in accordance with the provisions of the Authority and prepare a separate record of all necessary calculations and reports for use by the construction team.

### **3.4 Air Quality**

Provide details of the existing air quality in terms of chemical composition and the presence of pollutants. Identify atypical meteorological conditions and their likely frequency of occurrence. Provide a description of the climatic features and microclimate of the alignment, in terms of temperature, rainfall, wind, frost, etc.

Describe any likely impacts on air quality during construction, operation and maintenance of the rail link, including dust, odours and potential greenhouse gases.

Due to the rural nature of the study area and the apparent lack of sensitive receptors, a basic assessment of the likely air quality impacts will be carried out. This will include a description of the existing air shed environment and estimates of background levels of air pollutants. A summary of local climate based on long-term meteorological information collected by the Bureau of Meteorology for an appropriate location representative of the site will be prepared. A discussion of the predicted impacts of the proposed development on local air quality and comparison with regulatory guidelines will be included and, where appropriate, mitigation and management measures to address potential impacts will be recommended.

### **3.5 Noise**

Provide details of existing ambient noise levels within the vicinity of the alignment. Provide details of any noise sensitive receptors within the study area and detail their respective distances from the alignment.

Describe any predicted increase in background noise and incidental noise levels at noise sensitive receptors or locations during construction, operation and maintenance.

### **3.6 Cultural Heritage**

Conduct an anthropological study and cultural heritage assessment using a consultative approach, having regard for Native Title issues to establish the cultural heritage significance of the affected areas. Appropriate traditional owners should be consulted in accordance with the provisions of the *Aboriginal Cultural Heritage Act, 2003*. Assessment of potential impacts should consider issues such as lifestyle, heritage places and other places frequently visited or used.

Consider other cultural impacts on the communities affected by the proposal, including Aboriginal and European communities.



Consider general heritage values of the affected area and the likely impacts the proposal may have on items or sites of heritage significance. Advise if any place along the alignment or adjacent to the alignment is entered on the heritage register under the *Queensland Heritage Act, 1992*.

Identify any land along the alignment subject to a Native Title claim or Indigenous Land Use Agreement.

### **3.7 Socio-Economic**

Describe the social and economic structure of the study area including demographic characteristics of the local population, land use, housing, community facilities and services, recreational facilities, employment and occupation, economic infrastructure including commercial, industrial and retail activity as well as household expenditure and income.

Discuss the likely impacts on the land use status, property values and ownership of the land crossed by the rail link and assessment of the need for and cost of any easement acquisition. Describe the acquisition process and compensation for loss of land and production, as well as allowance for increased operational costs caused to landowners through the severance of property. This will include compensation for any resumption of Native Title rights and interests.

Describe the potential site specific and cumulative impacts of the proposal on existing and potential land use and developments, including farming and organic farming, terracing, crop spraying including aerial spraying, irrigation including large aerial sprayers, cane growing, forests, tourism and airfield operation. In particular, review the proposal's impact on the management, operation and productivity of existing land use and loss of good quality agricultural land.

Take into consideration severance impacts of other linear developments including transmission lines, service corridors, roads and existing railways. Make comment on any additional demand placed on existing road infrastructure caused by construction of the proposed rail link. Discuss the typical construction process associated with any major road crossings. Comment on how the project relates to any other developments or actions of which QT should be reasonably aware that have been, or are going to be, undertaken or that have been approved in the area affected by the project.

With respect to affected property owners and communities, including Aboriginal communities and describe potential employment and construction impacts on the local communities.

### **3.8 Visual Amenity**

Describe the aesthetic and landscape values of the area crossed by the alignment and other features contributing to visual amenity, including: landforms, visual character, viewsheds, resident populations, buildings, structures or other facilities of particular cultural, historic, religious/spiritual or social significance.

Describe the local and regional visual impacts of the rail line, with artist's impressions, computer generated imagery and/or photomontages to portray the near views and far views of the completed structures and their surroundings at visually sensitive locations.



### **3.9 Transport**

Provide details of existing transport infrastructure, including a description of the existing road network, adjacent road surface types and estimated traffic flows, making reference to the Regional Transport Plan(s) as appropriate.

Describe the potential impacts on traffic and community amenity caused by additional traffic loadings especially throughout the construction phase of the proposal on both State and local council controlled roads. Discuss whether the proposal will affect the amenity of adjoining or nearby uses due to times, nature, intensity and proximity of any external lighting.

### **3.10 Health and Safety**

Measure existing magnetic fields at key locations along the alignment and in the surrounding area. Comment on the perceived health risks associated with electric and magnetic fields from the proposed rail link on adult and child health, including identification of the potential hazards, transient and prolonged exposure, epidemiological studies, etc. Discuss measures to manage and minimise the risk.



## 4. Proposed Safeguards and Mitigation Measures

The IAR should propose safeguards and mitigation measures to control all detrimental impacts. These should be in line with any statutory, policy or best practice requirements. The likely efficacy of mitigation measures should be described, in addition to outline costs.

### 4.1 Environmental Management Plan

An outline Environmental Management Plan (EMP) for construction, operation and maintenance of the rail line will be developed and will be included in the IAR. The EMP will propose safeguards and mitigation measures where required, in addition to opportunities for enhancing the positive benefits of the project. The EMP will contain all relevant details available at the time when it was prepared. When information is not available, the draft EMP should indicate how and when it would be incorporated into the final EMP.

The EMP will address the following:

- ▶ Management objectives;
- ▶ Specific strategies for meeting the management objectives, such as the preparation and implementation of various control plans in consultation with government agencies and other third parties;
- ▶ Any legislative basis for the mitigation measures, including permit obligations;
- ▶ An estimate of the cost of the proposed mitigation measures, where feasible;
- ▶ The management, monitoring and auditing requirements and programs for assessing the efficacy of the proposed mitigation measures. Apply how this will link to the subsequently appointed construction contractor's mitigation plans and/or QT's environmental work plans;
- ▶ Quality assurance, monitoring and auditing requirements and programmes, including the identification of performance indicators and criteria, monitoring and auditing locations and frequency, including the potential for independent environmental auditing;
- ▶ Identification of responsible personnel for implementing each mitigation measure or monitoring program;
- ▶ Reporting procedures and obligations; and
- ▶ Contingency plans to account for natural disasters such as cyclones, storms, fires etc that may occur during the construction and operation phases.



## 5. Queensland Transport's Environmental Record

The IAR will provide details of QT's environment record, including reference to its environmental policy and planning framework. Specific reference will be made to the environmental performance of the past three major projects of similar nature and structure to that proposed.

The IAR will also provide details of any proceedings under a law of the Commonwealth or a State for the protection of the environment or the conservation and sustainable use of natural resources (an 'environmental law') against QT.



## 6. Appendices

References

CID checklist

Technical studies



## 7. Information Sources

For all data sources used in compiling the IAR, the following should be provided:

- ▶ The source of the information;
- ▶ How recent the information is;
- ▶ How the reliability of the information was tested; and
- ▶ Any uncertainties in the information.



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**Document Status**

Rev No.	Author	Reviewer		Approved for Issue		
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