



This document is uncontrolled
when printed.



SOCIAL IMPACT MANAGEMENT PLAN REPORT - OCTOBER 2025

A2I | Albury to Illabo

CONTRACT NUMBER: 0052

PROJECT DOCUMENT NUMBER:

6-0052-210-PCS-00-RP-0001

Document Control

DOCUMENT TITLE:	Social Impact Management Plan Report – October 2025		
DOCUMENT OWNER:	Naomi Rowe – Communications and Stakeholder Engagement Manager		
PREPARED BY:	Uzair Siddiqui	TITLE:	Communications and Stakeholder Engagement Adviser
SIGNATURE:		DATE:	15/10/2025
REVIEWED BY:	Naomi Rowe	TITLE:	Communications and Stakeholder Engagement Manager
SIGNATURE:		DATE:	15/10/2025

Approved by

NAME	TITLE	SIGNATURE	DATE
Andy Williams	Project Director		15/10/2025

Revision History

REVISION	REVISION DATE	AMENDMENT	DATE TO CLIENT
A	20/10/2025	Submission to IRPL	20/10/2025
0	22/10/2025	Tracked changes from IRPL	31/10/2025

Disclaimer: This document has been prepared by Martinus. Use of this document shall be subject to the terms of the relevant contract with Martinus. The electronic file of this current revision is the controlled copy. This file is stored on Martinus' server located at Head Office, Unit 1, 23-27 Waratah St, Kirrawee, NSW.

This document is the property of and contains proprietary information owned by Martinus. No permission is granted to publish, reproduce, transmit or disclose to another party, any information contained in this document, in whole or in part, without prior written permission from the issuing authority.

For the purpose of this document, Martinus refers to the Martinus Group of companies.

This document is uncontrolled when printed.

TABLE OF CONTENTS

1. INTRODUCTION.....	5
2. PROGRESS IN MEETING THE TARGETS	6
3. COMMUNITY ENGAGEMENT ACTIVITIES.....	37
4. COMPLAINTS RECEIVED	39
5. ADAPTIVE MANAGEMENT MEASURES.....	42
APPENDIX A.	43
COMMUNITY ENGAGEMENT SUMMARY	43
APPENDIX B.	49
COMMUNITY ENGAGEMENT SUMMARY	49

LIST OF TABLES

Table 1 COA E114(E) Compliance	5
Table 2 Progress Towards Workforce Management Targets.....	9
Table 3 Progress Towards Local Business And Industry Participation Targets	13
Table 4 Progress Towards Housing And Accommodation Targets.....	17
Table 5 Progress Towards Community Health And Wellbeing Targets	19
Table 6 Progress Towards Community And Stakeholder Engagement Targets	33
Table 7 Top Engagement Themes	37
Table 8 Complaints Register Summary	40
Table 9 Community Engagement Log	44

GLOSSARY

TERM	DEFINITION
A2I	Albury to Illabo (the project)
ABS	Australian Bureau of Statistics
ARTC	Australian Rail Track Authority
CCHMP	Construction Cultural Heritage Management Plan
CCS	Community Communications Strategy
CCTAMP	Construction Traffic, Transport and Access Management Plan
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CoA	Conditions of Approval
CSEMP	Communications and Stakeholder Engagement Management Plan
CSSI	Critical State Significant Infrastructure
CSWMP	Construction Soil and Water Management Plan
Division 5.2 Approval	Approval issued by the NSW Minister for Planning for the Albury to Illabo project
DPHI	Department of Planning, Housing and Infrastructure
EAD	Per CoA A1, Environmental Assessment Documentation that includes: • Inland Rail – Albury to Illabo Environmental Impact Statement (ARTC, August 2022); • Albury to Illabo Response to Submissions (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report (ARTC, November 2023); • Albury to Illabo Preferred Infrastructure Report Response to Submissions (ARTC, February 2024); • Inland Rail – Albury to Illabo (SSI-10055) Response to request for additional information – Air Quality Assessment (letter dated 1 May 2024); • Part 1 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); • Part 2 - Revised Technical Paper 8: Biodiversity Development Assessment Report (WSP, February 2024); • Albury to Illabo Kemp Street Bridge Enhancement Site Modification (Inland Rail, June 2025); • Albury to Illabo Kemp Street Bridge Enhancement Site Modification Clarification (July 2025); • Albury to Illabo Kemp Street Bridge Modification Noise and Vibration Impact Assessment (August 2025).
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
EPL	Environment Protection Licence
IRPL	Inland Rail Pty Ltd
Km	Kilometre
Km/h	Kilometres per hour
LALC	Local Aboriginal Land Council
LGA	Local Government Area
m	Metre
Modification Report	Documents that include:

TERM	DEFINITION
	- Albury to Illabo Kemp Street Bridge Enhancement Site Modification (June 2025); - Albury to Illabo Kemp Street Bridge Enhancement Site Modification Clarification (July 2025); - Albury to Illabo Kemp Street Bridge Modification Noise and Vibration Impact Assessment (August 2025).
NSW	New South Wales
PIR	Preferred Infrastructure Report
Project, the	Inland Rail – Albury to Illabo (SSI 10055)
SEARs	Secretary's Environmental Assessment Requirements
SIA	Social Impact Assessment
SIMP	Social Impact Management Plan
Social Locality	A social locality is the geographic area (and its communities) in which people are likely to experience the social impacts of a project. The Social Locality for the purposes of the SIMP have been defined as the local government areas of Junee Shire Council, Wagga Wagga City Council, Lockhart Shire Council, Greater Hume Shire Council, Albury City Council and Wodonga Shire Council.
SSI	State Significant Infrastructure

1. INTRODUCTION

This Social Impact Management Plan (SIMP) Report has been prepared to address the requirements of the Minister's Condition of Approval (CoA) E114(e) and to demonstrate how compliance with this condition has been achieved.

In accordance with CoA E114(e), the project is required to publicly report on a quarterly basis. Each quarterly report will include information relating to:

- Progress in meeting the targets outlined in Table 12 of the approved SIMP.
- Community engagement activities undertaken.
- Complaints received and managed; and
- Any adaptive management measures implemented in response to emerging issues or stakeholder feedback.

Quarterly reporting will be published on the project website and shared with members of the Community Consultative Committee (CCC).

During the construction phase, Martinus is responsible for collecting and providing relevant information to Inland Rail, which in turn is responsible for publishing the reports.

Table 1 below summarises the specific requirements of CoA E114(e) and identifies where each has been addressed within this report.

TABLE 1 COA E114(E) COMPLIANCE

Requirement	How addressed
The project will publicly report on a quarterly basis and will include information relating to:	
Progress in meeting the targets outlined in Table 12	Section 2
Community engagement activities undertaken;	Section 3
Complaints received;	Section 4
Any adaptive management measure implemented.	Section 5
Quarterly reporting to be published on the project website and shared at CCC meetings.	

2. PROGRESS IN MEETING THE TARGETS

2.1 Introduction

This Social Impact Management Plan (SIMP) Report has been prepared by Martinus, on behalf of Inland Rail Pty Ltd (IRPL), in accordance with Condition of Approval (CoA) E114(e) and the requirements of the approved Albury to Illabo (A2I) Social Impact Management Plan (SIMP).

While future SIMP reports will be prepared on a quarterly basis, this inaugural report provides a consolidated overview of performance and activities up to and including 30 September 2025.

This report demonstrates compliance with the relevant Conditions of Approval and the SIA Guideline for State Significant Projects (Department of Planning, Housing and Infrastructure, 2021). It outlines the project's progress in meeting the social performance targets defined in the approved SIMP, including:

- Progress in meeting social impact management targets and mitigation measures.
- Community and stakeholder engagement activities undertaken.
- Complaints received and managed in accordance with CoA E134A–E134E; and
- Adaptive management measures implemented in response to emerging social impacts or stakeholder feedback.

This report reflects the project's commitment to transparent and proactive management of social impacts across the defined social locality, comprising the local government areas of Junee Shire Council, Wagga Wagga City Council, Lockhart Shire Council, Greater Hume Shire Council, Albury City Council and Wodonga Council.

2.2 Project Progress – Albury to Illabo (A2I)

The Albury to Illabo section has continued to advance through 2025, transitioning from Construction Stage A to Stage B. Major construction and site establishment at Albury are scheduled to commence late 2025, supported by the newly established Martinus Albury project office. Enabling works are ongoing around Edmondson Street and Kildare Catholic College in Wagga Wagga, with additional compounds being established at Pearson Street, Bomen, and Junee. Preparatory works are also progressing for the Billy Hughes Bridge and Albury Station pedestrian bridge, with demolition planned for the September track possession alongside drainage and service installations at the Riverina Highway bridge.

Design completion now exceeds 90% across all precincts, with construction activity underway between Junee and Illabo. Environmental management remains on track.

Community engagement continues across the alignment, including council briefings, community information sessions at Culcairn, Henty, Gerogery and Albury, and upcoming Albury Station footbridge visualisation displays. Inland Rail and Martinus maintain active partnerships with First Nations organisations, local schools, and regional events such as the Henty Field Days and local shows. To date, the project has engaged 983 workers, 77 local businesses, and 3 First Nations businesses, contributing more than \$4.7 million in local business spend, demonstrating the project's commitment to local participation and sustainable regional benefits.

2.3 Case Studies

2.3.1 Incorporating Suicide Prevention into Design

As part of the Albury to Illabo (A2I) section of Inland Rail, Martinus has worked closely with Inland Rail, Transport for NSW (TfNSW), local councils, and community organisations to incorporate suicide prevention measures into bridge design — a tangible example of the project's commitment to community safety and wellbeing.

During the Social Impact Management Plan (SIMP) consultation phase, community and health organisations highlighted that, in regional areas, rail and road bridges can be locations where individuals attempt to take their own lives. This observation aligns with national research findings that identify “hotspots” for suicide attempts near bridges and rail

infrastructure (Beautrais, 2007; Pirkis et al., 2015; NSW Suicide Monitoring System, 2024). Rail and transport safety authorities in Australia recognise this as a critical issue and continue to promote physical design interventions as effective deterrents.

In response, the A2I project has embedded targeted suicide prevention measures within its bridge design program, consistent with NSW and Australian rail safety standards. These include:

- Application of anti-climb mesh in high-risk zones: In consultation with Wagga Wagga City Council and community safety stakeholders, anti-climb mesh panels (tensile mesh) have been incorporated into key bridge structures Kemp Street Bridge Junee, Mothers Pedestrian Footbridge, Edmondson Street Bridge, and Cassidy Parade Footbridge in the Wagga Wagga precinct, and Albury Station Footbridge in Albury. These meet the requirements of TfNSW Technical Direction TD 00050:2024 and AS 5100.2 (Bridge Design – Design Loads), ensuring a minimum barrier height of 3.0 metres above pedestrian surfaces and the use of 358 anti-climb mesh (75×13 mm apertures, 4 mm wire) to prevent scaling or unauthorised access. The transparency of the mesh also discourages anti-social behaviour as everyone is watching.
- Careful placement of seating and rest areas at Albury Station Footbridge: Drawing on community feedback and behavioural insights, seating has been intentionally positioned away from elevated bridge edges and screen junctions to discourage lingering in isolated locations, improve natural surveillance, and maintain visual connection with the station precinct. These adjustments are consistent with Crime Prevention Through Environmental Design (CPTED) principles endorsed by NSW Police and TfNSW.
- Removal of climbing opportunities and design refinements: Bridge access points have been reviewed to eliminate potential footholds or anchor points. Fencing and barriers have been designed with inward-angled tops to reduce climbing potential, in accordance with TfNSW TS 01110: Boundary Fences (CRN) and ARTC ETS-09-00 Track & Civil Code of Practice requirements.

These design enhancements demonstrate how feedback from the SIMP consultation has translated directly into physical design outcomes. The integration of anti-climb barriers and strategic public-space design aligns with national evidence that physical restriction measures significantly reduce suicide attempts at known hotspots (Pirkis et al., 2013; Ross et al., 2020).

By embedding these preventative design elements early in delivery, the Albury to Illabo section is contributing to safer, more inclusive community infrastructure — reinforcing Inland Rail's commitment to mental health, public safety, and the wellbeing objectives set out in the SIMP.

2.3.2 Junee Community Engagement

During early consultation for the Albury to Illabo (A2I) section of Inland Rail, the proposed replacement of the Kemp Street Bridge in Junee was identified by residents and Endeavour Park users as having a very high negative social impact. Key community concerns related to the temporary loss of access to Endeavour Park, potential loss of local amenity, and visual changes to the park landscape during construction.

In response, Martinus in collaboration with Inland Rail implemented a precinct-specific engagement strategy designed to listen, inform, and adapt the project's delivery approach. The engagement effort aimed to preserve community access, reduce disruption, and ensure transparent communication about construction staging and mitigation.

The engagement program combined multiple communication channels and direct interactions, including:

- 828 door knocks and face-to-face conversations across 438 properties in Junee and Illabo;
- Public information sessions, pop-ups, and briefings introducing the new bridge design and visualisations, allowing the community to understand how safety, connectivity, and amenity considerations were integrated;
- Media releases, project website updates, social media notifications, and letterbox mailouts, ensuring consistent, accessible information for all residents; and
- Targeted engagement in August and September to prepare the community for the 60-hour September possession, associated bridge works, and transport adjustments.

To minimise impacts and maintain community connectivity, Martinus implemented a comprehensive support package:

- Alternative transport options — a community shuttle and out-of-hours taxi voucher program ensured residents could continue to access Endeavour Park and essential services.

- Respite and accommodation support — 176 respite vouchers, 69 vouchers in lieu of alternate accommodation, 2 direct alternate accommodation placements, and 125 vouchers collected at the central distribution point were provided to impacted residents.
- Screening installed at key residential interfaces and along the bridge alignment.
- Mandatory community-engagement training for all site personnel to reinforce “good neighbour behaviour”
- Traffic and wayfinding signage, maps, and VMS boards installed to maintain safe and predictable movement through Junee.

Following consultation with Junee Shire Council the use of Endeavour Park as a construction compound has been postponed. The project has identified alternative ancillary sites with lower amenity value, significantly reducing community and recreational disruption.

As a result, there are currently no plans to occupy Endeavour Park for compound activities. Impacts will now occur during the road rehabilitation phase later in the construction period, maximising the amount of time the park remains open and accessible. Through sustained engagement and adaptive planning, the residual social impact rating for residents and Endeavour Park users has improved from Very High Negative to Low Negative. This outcome demonstrates the effectiveness of early consultation, and transparent communication in reducing project impacts.

2.3.3 Cultural Awareness Tours

Albury and Wagga Wagga communities both held Cultural Appreciation Tours by elders and knowledge holders in their respective community, Darren Wighton (Albury) and Luke Wighton (Wagga). This tour allowed IRPL and Martinus Rail employees to gain more knowledge and respect of the area while gaining education about local stories and significant sites. The Tour allowed Inland Rail and Martinus Rail to visit the Sculpture tour in Albury while in Wagga we were able to visit several spots from Wagga Wagga beach to the lagoon and many more.

2.3.4 Inland Rail Business Capability Program

Inland Rail developed and presented a business capability program called “Pathways to Opportunities”. The program aimed to support local businesses to build their capability in order to target opportunities with Inland Rail contractors, local councils or state government agencies.

The program was delivered in Wagga Wagga and Albury and provided attendees with five workshops that covered topics such as:

- Being visible and compliant
- Being prepared for tenders
- Meeting the buyers requirements
- Being prepared for contract management and delivery
- Meeting current buyers in the marketplace

Some key highlights

- 99% of suppliers reported learning some or a lot of new information at each workshop
- 94% of participants detailed that they would recommend the Program to other businesses
- 99% agreed that the Meet the Buyer sessions were valuable

Table 12: Monitoring and Reporting Framework of the approved *Social Impact Management Plan (SIMP)* outlines the monitoring indicators, and targets established to manage and track the mitigations and impacts in accordance with the *SIA Guideline for State Significant Projects* (DPE, 2021).

This Social Impact Management Plan Report provides an update on progress against those targets. The results are presented in Table 3 – Progress in Meeting the Targets, which mirrors the structure from the SIMP. This report captures the current implementation status of each mitigation measure and target, providing a transparent account of how the project continues to manage its social impacts in compliance with Condition of Approval E114(e).

2.4 Workforce Management

The project continues to prioritise local workforce participation, including First Nations participation. To date, the project has achieved progress on the following workforce participation indicators:

- Total A2I workforce at end September 2025 is 983 workers. Social locality workers are 93. Represents 9.4% of the overall workforce.
- Indigenous people (10.4%)
- Women (8.8%)
- Under 25 years of age (12.3%)
- Apprenticeship / traineeship positions (1.3%).

Workforce conduct remains positive, with no avoidable complaints. Wellbeing programs include corporate gym memberships (uptake of 57%), mentoring, and mental health support through Assure and Mates in Construction. An agreement with Wagga Wagga Medical Centre ensures medical access for non-resident workers. Collaboration with councils and the Inland Rail Skills Academy continues to strengthen local recruitment, skills development, and planning for community and volunteer initiatives

TABLE 2 PROGRESS TOWARDS WORKFORCE MANAGEMENT TARGETS

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
Workforce Management	Construction	Amount as a cumulative total, number of residents employed from the social locality at end of project	20% of the Workforce are residents in the social locality. The percentage of the workforce in each LGA is greater than zero.	Data: Workforce participation data Source: Construction employment register Employment enquiry log.	Monthly during construction	9.4% of the Workforce are residents in the social locality The percentage of the workforce in each LGA is greater than zero
Workforce Management	Construction	Number of Indigenous people, women, under 25s employed and apprentices at end of project	20% of total cumulative workforce should comprise of: • Local residents • Indigenous people • Women • Under 25 years of age • Apprenticeship / traineeship positions	Data: Workforce participation data Source: Construction employment register Employment enquiry log	Monthly during construction	A total of 38% of the projects cumulative workforce comprises of workers who are: • Local residents • Indigenous people • Women • Under 25 years of age • Apprenticeship / traineeship positions
Workforce Management	Pre-construction	Resources and support provided to successfully access	• Employment information sessions are conducted in the	Data: Number of employment information sessions	Quarterly	<u>2024 events - pre construction</u> Clontarf Employment Expo - July 2024 -

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
		and engage in local employment opportunities	social locality at schools and career expos and result in job applications for the project. • Proactive promotion of project opportunities through community groups, schools and colleges within the social locality.	conducted, attendance figures, feedback from participants, records of proactive promotions made, and channels used, employment enquiry log. Source: Event attendance records, feedback surveys, communication records, Martinus Rail HR records		Attended with Martinus Rail Wagga Wagga Try a Trade Event - August 2024- Attended with Martinus Inland Rail Workforce Development Event – Albury & Wagga Wagga – April 2024
Workforce Management	Construction	Resources and support provided to successfully access and engage in local employment opportunities	• Minimum of 4 employment information sessions are conducted in the social locality at schools and career expos and result in job applications for the project. • Proactive promotion of project opportunities through community groups, schools and colleges within the social locality.	Data: Number of employment information sessions conducted, attendance figures, feedback from participants, records of proactive promotions made, and channels used, employment enquiry log. Source: Event attendance records, feedback surveys, communication records, Martinus Rail HR records	As new roles are released throughout construction. Quarterly during construction.	<u>2025 events - construction period</u> Both Martinus Rail and Inland Rail supported the following Career Expos: - REIP Try a Trade Expo Wagga Wagga - August 2025. 582 students attended the expo. - Clontarf Foundation Career Expo - Wagga Wagga - July 2025.
Workforce Management	Operation	Resources and support provided to successfully access and engage in local	• Proactive promotion of project opportunities through community groups, schools and colleges within the	Data: Number of employment information sessions conducted, attendance figures,	Biannually	NA - Operations commitment

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
		employment opportunities	social locality. • Target to be confirmed 12 months prior to operation with consideration for relevant ARTC strategies.	feedback from participants, records of proactive promotions made, and channels used, employment enquiry log. Source: Event attendance records, feedback surveys, communication records, Martinus Rail HR records		
Workforce Management	Pre-construction and construction	Number of residents who have completed Inland Rail Skills Academy courses in the social locality at end of project.	- At least 100 residents from the social locality completed Inland Rail Skills Academy courses. - Inland Rail Skills Academy graduates can be successful in applying and receiving work on the project.	Data: Employment enquiry log, Construction employment register. Source: Martinus Rail HR records and subcontractor training records, IR Skills Academy Database	Quarterly during pre-construction Monthly during construction	Training completed by IRSA (Total students to date = 203), comprising 6 different competencies/qualifications. Training conducted in Wagga Wagga and Albury.
Workforce Management	Pre-construction and construction	Number of residents who have completed training delivered by Principal contractor in the social locality at end of project	6% of the workforce from social locality will participate in training and skills development programs	Data: Workforce participation data Source: Martinus Rail HR records and subcontractor training records	Quarterly during pre-construction Monthly during construction	Social Locality workforce participating in training and skilling programs is 8.6%.
Workforce Management	Construction	Number of complaints from community members regarding non- resident workforce behaviour.	0 avoidable community complaints attributed to workforce behaviour / conduct	Data: Number of complaints Source: Complaints register	Monthly during construction	4 complaints lodged attributable to Workforce behaviour/conduct. All avoidable. All Closed. All complaints resolved within 24 hours.
Workforce Management	Construction	Number and duration of volunteer activities undertaken by Workforce	At least 50% of the non-FIFO office-based workforce register interest to participate in	Data: Number of volunteering activities registered per employee, per year.	To be monitored quarterly	During the reporting period, the workforce participated in one volunteer initiative supporting the launch of the Vinnies Van in Wagga Wagga.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
			a volunteering activity every year.	Source: Martinus Rail HR records.	during construction.	Future volunteer opportunities are planned every second month, aligned with workforce availability and project rosters.
Workforce Management	Construction	Number of complaints from local businesses and councils about staff shortages	0 avoidable community complaints attributed to local workforce constraints caused by the project	Data: Number of complaints Source: Complaints register	Monthly during construction	0 complaints from local businesses or councils about staffing shortages

2.5 Local Business and Industry Content

The project aims to focus on local and First Nation procurement, along with initiatives to provide support to local businesses and engaging with key contractors.

To date the project has achieved progress on the following Industry participation indicators:

- Local procurement within the social locality – 6.1%
- First Nations procurement – 0.31%
- First Nations procurement within the social locality – 0.16%).

Engagement through Meet the Contractor events, collaboration with the Industry Capability Network, Indigenous Business Network, and local Elders groups, has improved regional supplier participation. Inland Rail's Business Capability Workshops have provided support to local businesses to obtain contracts on the project.

TABLE 3 PROGRESS TOWARDS LOCAL BUSINESS AND INDUSTRY PARTICIPATION TARGETS

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
Local Business and Industry Participation	Pre-construction and construction	Amount spent as a cumulative total, and number of businesses engaged during the delivery of the proposal from different LGAs in the social locality by end of project	• 20% of contractor spend is with businesses from the social locality across minimum 15 business. • 5% of contractor spend is with Indigenous businesses, including 1.5% with Indigenous businesses from the social locality. • The percentage of construction contractor spend in each LGA is greater than zero.	Data: Principal contractor procurement data Source: Project Financial Reports	Monthly	Contractor spend within the social locality is 6.1%, representing 77 businesses. Contractor spend with First Nations businesses is 0.31% Contractor spend with First Nations businesses within the social locality is 0.31% Each LGA within the social locality has recorded contractor spend, except for the Lockhart LGA.
Local Business and Industry Participation	Pre-construction and construction	Delivery of business capability initiatives and activities for local and Indigenous businesses.	• Delivery of Business Capacity Building Program • Delivery of 'Meet	Data: Principal contractor procurement data, post-event/program	Quarterly	Business engagement/capability workshops delivered: 13 Business Capability Workshops conducted between 2023 and 2025. All

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
			the Contractor' events • Over 50% of participants involved in business capability initiatives and activities report it being of value.	participant feedback Source: Project Financial Reports, IR Skills Academy Database, feedback surveys, communications records		workshops conducted within the social locality (Wagga Wagga, Junee and Albury). 148 individual businesses have attended the workshops. Workshop content included: Being visible and compliant; Being prepared to tender, Being prepared for contract management and delivery; and Meeting buyer requirements . Some key highlights : 99% of suppliers reported learning some or a lot of new information at each workshop 94% of participants detailed that they would recommend the Program to other businesses 99% agreed that the Meet the Buyer sessions were valuable Meet the Contractor events: - Meet the Contractor event - Wagga Wagga - March 2025 - 80 businesses participated - Meet the Contractor event - Wagga Wagga - July 2022 - 89 businesses participated - Meet the Contractor event - Albury - July 2022 - 77 businesses participated
Local Business and Industry Participation	Construction	Resources and support provided to successfully access and engage in supply chain opportunities	• Minimum of 4 supplier information session to be conducted in Wagga Wagga and Albury. • Proactive promotion of project opportunities through industry associations within	Data: Number of supplier information sessions conducted, attendance figures, feedback from participants and records of proactive promotions made and channels used. Source: Event	• As new tenders are released throughout construction. • Quarterly during construction.	Meet the Contractor sessions provided local businesses with a project update along with future procurement opportunities: Meet Martinus event - Albury - May 2025 - 80 businesses attended Meet Martinus event - Wagga Wagga - April 2025 - 44 businesses attended Meet the Contractor event - Wagga

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
			the social locality. • Over 50% of participants receiving support report it being of value.	attendance records, feedback surveys, communication records.		Wagga - July 2022 - 89 businesses participated Meet the Contractor event - Albury - July 2022 - 77 businesses participated Project opportunities advertised through ICN Gateway, Business NSW, Local chambers of commerce and local councils. No formal survey data from project information sessions, however all feedback received from attendees were positive with comments on the value of the information and ability to develop relationships with the contractor.
Local Business and Industry Participation	Operation	Resources and support provided to successfully access and engage in supply chain opportunities	Proactive promotion of project opportunities through industry associations within the social locality, with consideration to ARTC ESG Strategy.	Data: Number of supplier information sessions conducted, attendance figures, feedback from participants and records of proactive promotions made and channels used. Source: Event attendance records, feedback surveys, communication records.	Quarterly	NA - Operations commitment
Local Business and Industry Participation	Pre-construction and construction	Attendance rates at Inland Rail Skills Academy capacity building sessions, by end of project	• At least 50 businesses from the social locality and five indigenous businesses attend Inland Rail Skills Academy capacity building sessions	Data: Total attendance count, sessions details and breakdown of attendees Source: IR Skills Academy Database	Quarterly during pre-construction/ Construction	148 businesses within the social locality participated in Inland Rail's Business Capability program - Pathways to Opportunities. These workshops were held during the pre-construction and construction phases.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
			during pre-construction and construction. • Technical support provided to assist navigating the online application portal.			In addition to the workshops, ICN Gateways provided support to social locality businesses with technical support as part of the Meet the Contractor series of events.
Local Business and Industry Participation	Operations	Number of local businesses who use Inland Rail to transport their products/materials	<i>To be confirmed 12 months prior to operation</i>	Data: Number of businesses that have utilised Inland Rail for transporting their products or materials over a specified period. Source: To be confirmed prior to operation.	Biannually	NA - Operations commitment

2.6 Housing and Accommodation

Workforce sourcing and accommodation management have minimised local housing impacts. Three accommodation agreements have been secured in Wagga Wagga and three in Albury. Approximately 70% of non-resident workers are in rentals or caravan parks, and 30% in hotels or motels. Vacancy rates remain stable, including during peak tourism periods.

A Memorandum of Understanding with a local provider ensures priority access to motel-style accommodation, supported by monthly monitoring of occupancy and availability. Workforce peaks are scheduled outside tourism seasons, and coordination with councils, accommodation providers, and Regional NSW continues to track and manage local housing trends

TABLE 4 PROGRESS TOWARDS HOUSING AND ACCOMMODATION TARGETS

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
Housing and Accommodation	Pre-construction and construction	Number of agreements or arrangements made with local accommodation providers and stakeholders (such as councils and tourist operators) to manage housing pressures	Establish at least 5 formal agreements with local accommodation providers and hold quarterly meetings with relevant stakeholders to discuss and assess cumulative pressures throughout the project duration.	Data: Total number of formal agreements, records of quarterly meetings with relevant stakeholders, documentation of discussions and outcomes from those meetings. Source: Engagement records, local rental data from SQM Research	Quarterly	Martinus Rail have established partnerships with three locally owned accommodation providers (Wagga Wagga and Albury) to ensure stable, reliable housing for the construction workforce and to retain economic benefits within the region. Regular engagement with local councils and accommodation providers is undertaken to review conditions and confirm that no housing impacts have occurred. Where impacts are identified such as the Wagga Wagga Show, further consultation is initiated with councils and providers to agree on appropriate mitigation measures (e.g. re-allocation, schedule adjustment, or expansion of available accommodation).
Housing and Accommodation	Construction	Percentage of workers sourced from the social locality	• 20% of the Workforce are residents in the social locality. • The percentage of the workforce in each	Data: Workforce participation including number of workers, number of workers who are resident from the social locality and breakdown of	Quarterly	9.4% of the Workforce are residents in the social locality The percentage of the workforce in each LGA is greater than zero.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
			LGA is greater than zero.	workforce by LGA. Source: Construction employment register		
Housing and Accommodation	Construction	Percentage of non-residential workers accommodated in a variety of solutions (rented apartments, hotels, motels, etc.) versus the total number of non-residential workers.	At least 60% of non-residential workers are accommodated in a mix of solutions (e.g., 30% in rented accommodations and 30% in hotels/motels) to diversify accommodation types and minimise local market impact.	Data: Total number of non-residential workers, breakdown of accommodation types used by contractors, proportion of non-residential workers in each accommodation category. Source: Accommodation usage reports from contractors, engagement records with local accommodation providers, monitor rental listings.	Quarterly	To date, housing impacts remain low, with vacancy rates stable across key locations. Approximately 70% of non-resident workers are in rentals or caravan parks, and 30% in hotels or motels.
Housing and Accommodation	Construction	Short term accommodation vacancy rates remain consistent throughout the delivery program.	No complaints from temporary accommodation providers or tourism bodies relating to vacancy shortfalls due to the project during major tourist event	Data: Vacancy rates for short-term accommodation, number of complaints received from temporary accommodation providers and tourism bodies regarding vacancy issues. Source: Engagement and complaints records, meetings and feedback from tourism bodies and local councils.	Monthly during construction	No event-related complaints have been received.

2.7 Community Health and Wellbeing

The project prioritises community health and wellbeing through targeted engagement and proactive mitigation. Partnerships with local councils, health providers (Murrumbidgee Local Health District) and community organisations (LALCs, Multicultural Council of Wagga Wagga and Regional Disability Advocacy Services) have identified and supported vulnerable populations, with notifications and engagement undertaken in line with the CSEMP.

Accessibility measures, including community shuttle services and clear communication during temporary closures, support residents with mobility needs. Regular engagement with schools ensures safe access and delivery of construction and rail safety information.

Community input continues to inform design, particularly for pedestrian bridges, incorporating privacy, safety, and suicide prevention measures in sensitive locations. Connecting with Country principles are embedded in urban design, and Martinus supports local legacy projects and community events that enhance long-term wellbeing and local identity.

TABLE 5 PROGRESS TOWARDS COMMUNITY HEALTH AND WELLBEING TARGETS

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
Community Health and Wellbeing	Construction	Number of non-compliance events during construction that could cause amenity impacts	No non-compliance events during construction that could cause amenity impacts	Data: Total number of non-compliance events recorded during construction and description of each and its potential impact on amenity. Source: Compliance monitoring reports, CEMP documentation, complaints register	Monthly during construction	No amenity related non-compliance events in the reporting period
Community Health and Wellbeing	Construction	Number of complaints around noise, vibration, dust and traffic from sensitive receivers	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Data: Total number of complaints, response time for each complaint and resolution status of each complaint. Source: Complaints register	Monthly during construction	During this reporting period, 20 complaints were received. All complaints were resolved and closed within required timeframes. No mediations were required. Most matters were resolved through direct communication and prompt on-site response actions.
Community Health and Wellbeing	Construction	Percentage of disturbed areas that have been	100% of identified vulnerable areas to be revegetated	Data: Total area of disturbed land that requires revegetation,	• Weekly during the revegetation	NA in this reporting period

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
		revegetated within a specified timeframe after construction activities are complete	within two weeks of construction completion in those areas	area of disturbed land that has been successfully revegetated and dates of completion for revegetation activities. Source: Revegetation monitoring reports, environmental management plans, site inspection records and photographs to document revegetation progress.	period (to ensure timely tracking of progress). • Monthly reports thereafter, summarising the success of revegetation efforts and any challenges faced.	
Community Health and Wellbeing	Construction	Support projects within the social locality that enhance aesthetic values	A minimum of two financial support initiatives or partnerships with projects, events or entities (e.g. schools) that enhance aesthetics within the local community (i.e. providing labour to build a community garden), during each year of construction	Source: Number of financial support initiatives or partnerships established, description of each including objectives and outcomes and documentation of funding amounts allocated to each project. Source: Financial records and expenditure reports, partnership agreements and progress reports from supported projects,	Quarterly social delivery reports	None to report in this period

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
				detailing activities and impacts on local aesthetics		
Community Health and Wellbeing	Operations	Support projects within the social locality that enhance aesthetic values	With consideration of ARTC ESG Strategy, target to be confirmed 12 months prior to operation.	Source: Number of financial support initiatives or partnerships established, description of each including objectives and outcomes and documentation of funding amounts allocated to each project. Source: Financial records and expenditure reports, partnership agreements and progress reports from supported projects, detailing activities and impacts on local aesthetics	Biannually	NA - Operations commitment
Community Health and Wellbeing	Construction	Number of initiatives that build appreciation for Indigenous history and culture in the workforce	At least two initiatives to enhance workforce appreciation per year, during construction, as determined in consultation with local Indigenous leaders	Data: Number of initiatives, description of each initiative, including objectives, activities, and participant feedback, participation rates of workforce members in each initiative Source: Event records and attendance logs,	Quarterly social delivery reports	2025 initiatives Cultural Awareness tours - Albury and Wagga Significant smoking of bridges before commencement Elders guest speaking at toolbox talk

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
				feedback surveys from participants engagement records from consultations with local Indigenous leaders.		
Community Health and Wellbeing	Operations	Number of initiatives that build appreciation for Indigenous history and culture in the workforce	With consideration to ARTC Reconciliation Action Plan commitments. Target to be confirmed 12 months prior to operation.	Data: Number of initiatives, description of each initiative, including objectives, activities, and participant feedback, participation rates of workforce members in each initiative Source: Event records and attendance logs, feedback surveys from participants engagement records from consultations with local Indigenous leaders.	Biannually	NA - Operations commitment
Community Health and Wellbeing	Construction	Number of initiatives implemented to enhance connection to Country for those people living and working in the social locality.	At least two initiatives to enhance connection to Country per year, during construction, for example cultural immersion tours and participation in significant Indigenous events.	Data: Number of initiatives, description of each initiative, including objectives, activities, and participant feedback, participation rates of workforce members in each initiative Source: Event records and attendance logs, feedback surveys	Quarterly social delivery reports	<u>2025 initiatives</u> Cultural Awareness tours - Albury and Wagga Significant smoking of bridges before commencement NAIDOC ceremonies in Wagga Elders guest speaking at toolbox talk Mawang Gaway NAIDOC ball

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
				from participants engagement records from consultations with local Indigenous leaders.		
Community Health and Wellbeing	Operations	Number of initiatives implemented to enhance connection to Country for those people living and working in the social locality.	With consideration to ARTC Reconciliation Action Plan commitments. Target to be confirmed 12 months prior to operation.	Data: Number of initiatives, description of each initiative, including objectives, activities, and participant feedback, participation rates of workforce members in each initiative Source: Event records and attendance logs, feedback surveys from participants engagement records from consultations with local Indigenous leaders.	Biannually	NA - Operations commitment
Community Health and Wellbeing	Construction	Number of non-resident workforce accessing to local health service providers	• 60% of health providers within social locality surveyed to understand provision of services and availability of services to new patients. • Non-resident workforce does not have an impact on services access for locals.	Data: Number of non-resident workforce members accessing local health services, survey responses from health providers regarding service provision and capacity to accept new patients. Source: Health service provider surveys and feedback forms, data collected	Quarterly	Based on MPHN and NSW Health/BHI sources reviewed this quarter; insufficient evidence exists to link A2I's non-resident workforce to reduced emergency department access for locals. Emergency department activity remains high across the Murrumbidgee Local Health District, consistent with statewide trends; however, no dataset currently isolates presentations by non-resident workers. The project will commence provider surveying (target ≥60% coverage) and seek MLHD utilisation breakdowns to confirm no adverse impact on local service access.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
				from local health service providers (clinics, hospitals) about the number of non-resident patients.		
Community Health and Wellbeing	Construction	Implementation of wellness programs that promote preventive care and mental health support for the workforce	100% of workforce are engaged in at least one wellness initiative implemented by the contractor during each construction year.	Data: Number of wellness initiatives offered, participation rates of the workforce in each initiative and feedback from participants on the initiatives' effectiveness and areas for improvement Source: Attendance records for each wellness initiative, surveys or feedback forms completed by participants, contractor reports summarising engagement levels and wellness program outcomes	Quarterly social delivery reports	50 Anytime fitness memberships across Forbes, Wagga Wagga and Albury gyms. Participation in RUOK (any) day events/ toolbox held at construction sites in Albury, Wagga Wagga, Junee and Forbes
Community Health and Wellbeing	Construction	Number of community grants delivered to assist with enhancing health and wellbeing outcomes in the social locality	Implementation of Inland Rail Community Grants Program. Four rounds annually (Feb-April, May-July, Aug-Oct, Nov-Jan)	Data: Number of community grants awarded, amount of funding allocated for each grant, description of each funded initiative and its intended health and wellbeing outcomes.	Quarterly	Inland Rail Community Grants program has provided funding for 96 projects within the social locality, worth \$334,000.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
				Source: ARTC social investment records, reporting from grant recipients on project implementation and outcomes.		
Community Health and Wellbeing	Construction	Number of community safety initiatives delivered or supported	• At least two rail safety events annually during construction • 50% of community attendees at the events find it informative and valuable.	Data: Total number of community safety initiatives or events organised, attendance numbers and feedback or evaluations from participants on the effectiveness of the initiatives. Source: ARTC event logs, feedback surveys.	Quarterly	During the reporting period, the project delivered and supported multiple community safety initiatives focused on rail safety awareness across the social locality. Rail safety education sessions were introduced at Junee Public School and Junee High School as part of the awareness campaign for the Kemp Street Bridge closure, reaching a large number of students and staff. Rail safety messaging also featured prominently at regional community events, including the Illabo Show, Wagga Wagga Show, The Rock Show, Lockhart Spirit of the Outback Festival, Henty Machinery Field Days, and Culcairn Show, ensuring broad community engagement across the project footprint.
Community Health and Wellbeing	Construction	Successful partnerships established between local mental health services and Inland Rail	At least one partnership is established during construction. e.g. Murrumbidgee Primary Health Network	Data: Number of partnerships established with local mental health services, details of the programs initiated and participation rates. Source: ARTC partnerships records,	Quarterly	Inland Rail has had a partnership with the Murrumbidgee PHN since 2022 to support mental health clinical provision, but to also access data identifying trends in mental health support.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
				attendance and participation records from mental health initiatives		
Community Health and Wellbeing	Construction	Number of works notifications sent out to residents within 1km of distance of each enhancement site	90% of residents located within 1km to enhancement site was notified	Data: Total number of notifications sent number of residents within 1km of each enhancement site. Source: engagement records	Quarterly	During the reporting period, a total of 52 works notifications were distributed to residents within 1 km of enhancement sites. Notifications are distributed based on the level of potential impact to ensure meaningful communication while minimising consultation fatigue among community members. In line with best practice engagement, distribution areas are defined by proximity and level of likely impact — immediate or adjacent residents (shared fence line), near neighbours within 250 m, local residents within 500 m, and the broader community within 1 km. In addition to direct letterbox notifications, the project also utilises email updates, local media, website and social media posts, Variable Message Signs (VMS), and on-site signage to ensure broad and timely awareness of upcoming works. This tiered and targeted approach supports effective engagement and ensures that residents most affected by construction are prioritised in communications.
Community Health and Wellbeing	Construction	Meetings held with Emergency Services – represented by the Regional Emergency Management Officer	- At least one meeting per month during construction - Reports of major access issues impacting emergency services	Data: Number of meetings scheduled and held with emergency services, attendance records from each meeting and topics discussed and outcomes from	Quarterly	During the reporting period, the project team attended six Local Emergency Management Committee (LEMC) meetings, consistent with the committee's quarterly meeting schedule. Reporting on emergency services access is not applicable for this quarter, as works impacting emergency routes have not yet commenced.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
			are resolved within 24 hours.	meetings. Source: Meeting minutes and agendas, attendance logs, follow-up correspondence summarising discussions		Emergency services have, however, been actively engaged in consultation for the planned closure of the Edmondson Street Bridge, including the development of traffic management and detour arrangements. They will also participate in monitoring and feedback activities during the upcoming two-week bridge closure trial to assess response times and access conditions. Detailed outcomes and any identified access issues will be reported in the next quarterly report, once monitoring data becomes available.
Community Health and Wellbeing	Construction	Number of complaints about delays to emergency services	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Data: Total number of complaints received regarding delays, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register	Monthly during construction	0 complaints to date regarding delays to emergency services
Community Health and Wellbeing	Construction	Number of complaints about mobility or parking issues at schools during construction	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register	Monthly during construction	0 complaints to date regarding mobility or parking issues
Community Health and Wellbeing	Construction	Percentage of local schools engaged in discussions about	Achieve engagement with at least 80% of local schools within	Data: List of local schools within the project area, number	Quarterly to assess engagement	100% of schools in the impacted area have been supported through continual updates

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
		construction timelines and support initiatives during the project.	the project area, ensuring they are informed and supported throughout the construction period	of schools engaged in discussions and topics covered during discussions and any follow-up actions Source: Engagement records	progress and inform future outreach efforts	on construction schedules and works notifications. Local schools within the social locality have been supported by Inland Rail through our STEM education program. Inland Rail STEM partner, University of Newcastle, have delivered 25 STEM science shows to schools. In addition, the University of Newcastle has delivered science/STEM challenge days to 42 schools within the social locality. These education events are designed to promote science/engineering as future subjects and future career options. This partnership has seen: • 25 Science, Maths and Real Technology (SMART) workshops involving 25 primary schools and 4,576 students from the social locality • 5 Science and Engineering Challenges Events involving 42 schools and 1,278 students from the social locality
Community Health and Wellbeing	Construction	Complaints about access, mobility or parking issues at key transport infrastructure	• 80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant. • 100% of site office workers are educated on the need to only park in designated parking spots and active	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register	Monthly during construction	0 complaints to date regarding mobility or parking issues All site workers are educated about designated parking zones and where parking is not acceptable.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
			transport and public transport use are encouraged			
Community Health and Wellbeing	Pre-construction and construction	Targeted engagement with local organisations and representative bodies to identify and support vulnerable populations within the project area	- Establish agreed engagement plan with key local organisations and/or representative bodies within the first six months of the project - Key local organisations and/or representatives report effectiveness of engagement plan within 12 months of its implementation	Data: Number of households visited or contacted within 1 km of enhancement sites, number of vulnerable individuals identified through the engagement process, documentation of the engagement plan and actions taken, feedback from key local organisations and/or representative bodies. Source: Engagement records, including those local organisation or representative bodies with knowledge and insights as to respectfully identifying potentially vulnerable residents.	Quarterly	Targeted engagement activities have been undertaken across the project area to identify and support vulnerable individuals and groups potentially affected by construction impacts. In Junee, the project team worked closely with Junee Community Transport to establish an arrangement enabling vulnerable persons to access out-of-hours taxi vouchers as an alternative transport option, maintaining essential connectivity during construction. In Wagga Wagga, engagement with Wagga Base Hospital ensured information regarding the closure of Edmondson Street Bridge was communicated to patients, visitors, and staff, supporting awareness of changes to access routes. The project also consulted with regional disability advocacy services in Albury and Wagga Wagga during the launch of new bridge visualisations, addressing accessibility concerns raised by wheelchair and mobility device users during both construction and future bridge operation. Further, the project engaged with the Wagga Multicultural Centre to understand the needs of culturally and linguistically diverse (CALD) community members and incorporated this feedback into traffic management planning, including the development of clear, multilingual signage and visual aids to improve wayfinding and accessibility.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
						Engagement has been undertaken with 35 schools across the project footprint to understand transport needs and ensure continuity of safe access for students. Specific consultation with South Wagga Public School resulted in privacy considerations being incorporated into the design of the pedestrian footbridge at Edmondson Street Bridge, ensuring the safety and dignity of children are protected. Overall, the project is on track to meet the target for establishing and maintaining an effective engagement plan with key local organisations and representative bodies. Feedback from participating organisations to date indicates engagement processes have been responsive, inclusive, and effective in addressing identified community needs.
Community Health and Wellbeing	Pre-construction/ construction	Number of vulnerable residents who received additional support reports having improved their wellbeing	100% of vulnerable residents' requests to manage wellbeing issues due to construction activities are resolved to a satisfactory level.	Data: Number of vulnerable residents identified and supported and documentation of the types of support provided (e.g., mental health services, financial assistance, etc.). Source: Engagement records and reports or feedback from local organisations	Quarterly during construction	Support for vulnerable residents in Junee has been provided through the out-of-hours taxi voucher program delivered in partnership with Junee Community Transport. This initiative ensures continued access to essential services during construction and has been effective in maintaining wellbeing and connectivity. All identified wellbeing concerns have been addressed to a satisfactory level.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
				involved in providing support.		
Community Health and Wellbeing	Construction	Death by suicide is considered in the design.	The impact of death by suicide is considered in the design of the new pedestrian bridges	Data: Death by suicide is considered in the design. Source: Detailed Design	Quarterly during design phase	Community consultation identified several pedestrian and road bridges associated with past incidents of death by suicide. These insights have been integrated into the design review process to ensure safety and prevention considerations are embedded in the detailed design phase. Death by suicide has been considered in the detailed design. Specifically considering the climbing risks and screening requirements. Smoking ceremonies were held at all bridge locations by local elders prior to site establishment and construction in acknowledgement of cultural sensitivities associated with mental health and death by suicide. Death by suicide has been considered in the detailed design. Specifically considering the climbing risks and screening requirements. The 2025 event marked the final year of the Winter Solstice suicide prevention gathering in Albury. While this significant community event has now concluded, our ongoing focus will be on supporting mental health and wellbeing within our workforce and subcontractor teams. During construction, all efforts will be made to maintain access to key support facilities and services, with appropriate communication and coordination undertaken to minimise disruption.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
Community Health and Wellbeing	Operations	Number of complaints about delays to movement during operation	As per relevant ARTC operational procedure(s). To be confirmed 12 months prior to operation.	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register	As per relevant ARTC operational procedure(s). To be confirmed 12 months prior to operation.	NA - Operations commitment
Community Health and Wellbeing	Operations	Number of activities/sponsorships developed by Inland Rail with the community to promote social cohesion and / or enhance a sense of place.	• At least two sponsorships annually to enhance social cohesion in Junee • Duration to be confirmed 12 months prior to operation. • At least one sponsorship annually to promote social cohesion in Wagga Wagga and Greater Hume, and Lockhart. • Duration to be confirmed 12 months prior to operation.	Data: Total number of sponsorships and activities implemented, details of each sponsorship (e.g., nature of the initiative, location, duration). Source: ARTC social investment records and community feedback or surveys regarding the impact of the sponsorships	Quarterly	NA - Operations commitment
Community Health and Wellbeing	Construction	Number of complaints about difficulty to access key community events from local residents, visitors, and businesses	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register	Monthly during construction	0 complaints to date regarding accessing community events

2.8 Community and Stakeholder Engagement

During the reporting period to 30 September 2025, the project maintained a structured and consistent approach to community and stakeholder engagement across all construction areas. Engagement activities focused on timely information sharing, responsiveness to community concerns, and maintaining strong relationships with key stakeholder groups.

Complaints were managed in line with the Inland Rail Complaints Handling Procedure, with 19 of 20 complaints responded to and resolved within 24 hours. Regular engagement was maintained through monthly and quarterly meetings with councils, emergency services, and highly impacted stakeholders, supported by pop-up information sessions and attendance at regional community events. All landowners with Land Access Agreements received direct communication through the Public Liaison Officer.

Performance against all engagement indicators continues to meet or exceed targets, with feedback showing stakeholders remain informed and supported throughout construction.

TABLE 6 PROGRESS TOWARDS COMMUNITY AND STAKEHOLDER ENGAGEMENT TARGETS

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
Community and Stakeholder Engagement	Construction	Number of complaints received during the construction program, and whether those complaints followed the Inland Rail complaints handling procedure	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register	Monthly during construction	20 complaints received, responded and resolved within 24 hours
Community and Stakeholder Engagement	Construction	Number of stakeholder engagement activities conducted	Conduct at least two stakeholder engagement activities per year, with participation from at least 50% of key stakeholder groups	Data: Number of stakeholder engagement activities conducted, attendance records and feedback from participants. Source: Engagement records and attendance logs.	Quarterly during construction	Stakeholder engagement for the reporting period has been extensive and exceeds the target. Regular and structured engagement activities have ensured consistent participation from more than 50% of key stakeholder groups across the project area. Monthly monitoring meetings have been held with each Local Government Area (including Wagga Wagga City Council, Junee Shire Council, Greater Hume Shire Council, Lockhart Shire Council, and Albury City Council), alongside quarterly briefings with Local Emergency Management Committees (LEMCs). Targeted monthly engagement has also

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
						continued with highly impacted stakeholders such as South Wagga Public School, Kildare Catholic College, ErinEarth, and the Wagga Wagga Multicultural Centre to discuss project progress, mitigation measures, and local access considerations. In addition to formal meetings, regular pop-up community information sessions have been delivered in Junee, Wagga Wagga, and Albury, complemented by the team's presence at key regional community events including the Illabo, Junee, Wagga Wagga, Culcairn, Henty, Lockhart, and The Rock shows. These activities have provided informal but highly effective opportunities for face-to-face engagement, feedback collection, and awareness-raising about construction activities. Overall, the target has been met and exceeded, with high levels of participation recorded across all stakeholder categories and positive feedback on accessibility and responsiveness of the engagement approach.
Community and Stakeholder Engagement	Construction	Proportion of landowners who received information on the proposal schedule via the landowner liaison officer	100% of landowners with Land access agreement received information via Liaison officer	Data: Number of landowners contacted. Source: Engagement records	Monthly during construction	Achieved . 100% of Land Access agreements in place. All correspondence with stakeholders including landowners provides contact information for the Public Liaison Officer.
Community and Stakeholder Engagement	Construction	Number of complaints from landowners/adjacent properties about not meeting land access	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each	Monthly during construction	20 complaints received, 19 responded and resolved within 24 hours.

SOCIAL IMPACT AREA	PROJECT PHASE	INDICATOR	TARGET	METHOD	REPORTING FREQUENCY	UPDATE AS PER 30 SEP 2025
		agreements or property damage		complaint. Source: Complaints register		
Community and Stakeholder Engagement	Operations	Number of complaints from landowners/adjacent properties about not meeting land access agreements or property damage	As per relevant ARTC operational procedure(s). To be confirmed 12 months prior to operation.	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register	As per relevant ARTC operational procedure(s). To be confirmed 12 months prior to operation.	NA - Operations commitment
Community and Stakeholder Engagement	Operations	Number of property residents who report to experience increased vibration and noise from increased number of trains	As per relevant ARTC operational procedure(s). To be confirmed 12 months prior to operation.	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register	Align with ARTC operational monitoring requirements. To be confirmed 12 months prior to operation.	NA - Operations commitment
Community and Stakeholder Engagement	Construction	Number of complaints received during the construction program, and whether those complaints followed the IRPL complaints handling procedure	80% of complaints are responded to within 24 hours and resolved to a satisfactory level for the complainant	Data: Total number of complaints received, time taken to respond to each complaint and resolution status of each complaint. Source: Complaints register.	Quarterly	20 complaints received, responded and resolved within 24 hours.

3. COMMUNITY ENGAGEMENT ACTIVITIES

This section summarises the community engagement activities undertaken in relation to social issues during the reporting period (January 2025 – September 2025) for the Inland Rail – Albury to Illabo (A2I) Project. Engagement was delivered in accordance with the approved Community Communications Strategy and the Social Impact Management Plan (SIMP), ensuring transparent, inclusive, and timely communication with affected communities.

A total of 1,832 engagement records were logged in Consultation Manager between January – September 2025, representing interactions with over 1,100 distinct stakeholders across multiple precincts (Albury, Wagga Wagga, Junee, Greater Hume and Lockhart). Engagement activities focused on ensuring stakeholders were informed, supported, and involved in the planning and delivery of works—particularly where construction activities had the potential to affect access, amenity, or business operations.

Engagement Volume and Channels

Engagement in relation to social issues was undertaken through a wide variety of communication methods to ensure accessibility and responsiveness across the community. The most frequently used engagement channels were email (both outbound and inbound), face-to-face contact, and direct phone calls, supported by written notifications and digital communication tools.

Key statistics for the reporting period include:

- 904 outbound emails and 208 inbound emails, ensuring consistent two-way communication.
- 249 face-to-face interactions and 136 door knocks, supporting direct engagement with residents and businesses.
- 163 phone calls (inbound and outbound combined).
- 85 meetings with councils, emergency services, schools, and community groups.
- 15 bulk mailouts, 14 letters, 14 SMS communications, and 14 public information sessions.

These engagement activities totalled 4,959 individual contact events, reflecting the ongoing and proactive effort to provide clear and accessible information to the community throughout construction.

(Please note – this does not relate to all engagement activities for the project. This information is limited to engagement in relation to social issues.)

Stakeholder Sentiment

Most recorded engagements were neutral (97%), reflecting routine information sharing and project updates. Only 23 interactions (1%) were recorded as negative, typically relating to construction access, dust, or parking, while 8 interactions (<1%) were recorded as positive, reflecting appreciation for early notice, responsiveness, or mitigation support (e.g., taxi vouchers, alternative transport, or business assistance).

The high proportion of neutral sentiment indicates that communication measures were effective in maintaining community confidence and addressing issues promptly before they escalated into formal complaints.

Key Themes and Issues

Engagement records show strong community interest in construction timing, traffic management, and property access. Table 3 summarises the top engagement themes recorded in Consultation Manager:

TABLE 7 TOP ENGAGEMENT THEMES

Theme	Occurrences	Description / Engagement Focus
Consultation process	1,123	General project updates, feedback on engagement timing, and responsiveness.
Project timing	905	Requests for advance notice of works, staging plans, and possession periods.
Traffic impacts & management	389	Enquiries and feedback regarding detours, temporary closures, and parking.
Other construction impacts	337	General amenity issues including dust, vibration, and noise.

Theme	Occurrences	Description / Engagement Focus
Property access	283	Queries regarding driveway access, pedestrian detours, and temporary restrictions.
Surveys and investigations	279	Communication related to geotechnical, utilities, and property condition surveys.
Construction noise	201	Clarifications about CNVIS, respite offers, and noise mitigation measures.
Environmental matters	162	Approvals, vegetation clearing, and noise/vibration concerns.

Stakeholder Reach

The project engaged across the social locality with a wide cross-section of the community, including residents, businesses, and institutional stakeholders. The breakdown of engagement by stakeholder group is shown below:

Stakeholder Group	Distinct Stakeholders	Typical Engagement Context
Local residents	339	Direct door knocks, letters, and notifications regarding works near homes.
Local businesses	128	Parking, access, and business continuity discussions.
Local Government Authorities	65	Coordination on roadworks, traffic changes, and community information.
Educational institutions	41	Engagement with schools including South Wagga Public, Kildare Catholic College, and Junee High.
Community centres and facilities	7	Information sessions and updates for high-use community areas.
Aged care and health facilities	24	Ensuring continuous access and mitigating noise during OOHV.
Emergency services	11	Coordination through LEMC and site-specific briefings.
Community and heritage groups	31	Preservation, access, and awareness discussions.

Geographic Distribution

Engagement intensity varied across precincts based on construction activity:

- Wagga Wagga Precinct – (56%) reflecting major bridge works, pedestrian diversions, and utilities relocation.
- Junee Precinct – (21%) focused on Kemp Street Bridge works, CNVIS consultation, and local business impacts.
- Albury Precinct – (11%) primarily around rail interface and road access changes.
- Greater Hume / Lockhart Precincts – (5%) related to localised road crossings and utilities.
- Program-level engagement – (7%) including Inland Rail community updates and regional coordination meetings.

Summary

Over the reporting period, the project team maintained a strong and consistent presence in the community, supported by a structured program of email communication, direct engagement, and on-site liaison. Engagement activities were recorded and monitored through Consultation Manager to ensure compliance with statutory requirements, responsiveness to emerging social risks, and continuous improvement of community-facing practices.

4. COMPLAINTS RECEIVED

This section provides a summary of all complaints received in relation to social issues associated with the Albury to Illabo (A2I) section of Inland Rail during the reporting period (January 2025 – September 2025). Complaints were managed in accordance with the project's approved Community Communication Strategy, the Inland Rail Complaints and Enquiries Procedure, and the requirements of Conditions of Approval E134A to E134E.

Complaints were received through multiple channels, including the project 1800 number, email, social media, face-to-face interactions, and direct escalation through Inland Rail or ARTC. Each complaint was logged in Consultation Manager with a unique identifier and categorised by type (e.g. noise, dust, access, worker behaviour, or property damage).

During this reporting period, 20 complaints were received. All complaints were resolved and closed within required timeframes. No mediations were required. Most matters were resolved through direct communication and prompt on-site response actions.

Key Trends and Themes

Analysis of complaints received indicates that:

- Access and traffic management (5 complaints)
- Worker behaviour and conduct (4 complaints)
- Dust and air quality (2 complaints)
- Noise and respite-equity queries (3 complaints)
- Property damage (1 complaint)
- General community interface issues (5 complaints)

Corrective actions included toolbox talks, daily huddle briefings, additional dust suppression, site-access reviews, and enhanced pre-notification to affected stakeholders. Lessons learned have informed ongoing community notifications, workforce inductions, and continuous improvement initiatives.

TABLE 8 COMPLAINTS REGISTER SUMMARY

No.	Date Received	Method	CM ID	Location	Nature of Complaint	Affected Parties	Summary of Issue	Initial Response / Action	Response Channel	Resolution Timeframe	Mediation Req'd	Status
1	22 Oct 2024	Email	142065	June–Illabo	Property not reinstated	~5	Vehicles parked on private land; gate left open	Apology and meeting with landholder	Meeting	< 24 hrs	N	Closed
2	5 Feb 2025	Email	8353	Wagga	Worker parking / behaviour	~2	Improper parking and rude interaction	Apology + toolbox reminder	Phone	< 2 hrs	N	Closed
3	20 Feb 2025	Phone	8366	Wagga	Dust / air quality	~4	Dust impact on Heritage Rail Assoc.	Water cart + on-site meeting	Meeting	24 hrs	N	Closed
4	18 Mar 2025	Face to face	8368	Wagga	Property access	~5	Truck movements blocked centre access	Apology + regular liaison	Meeting	< 2 hrs	N	Closed
5	20 Mar 2025	Hotline	–	June	Driver behaviour	–	Speeding truck (delivery contractor)	Investigation + toolbox	Phone	< 2 hrs	N	Closed
6	5 May 2025	Phone (RPS)	8395	Illabo	Worker activity	~1	Survey crew query near property	Toolbox reminder	Toolbox	24 hrs	N	Closed
7	20 May 2025	Anonymous	–	Illabo	Worker behaviour	~1	Tailgating incident	Investigation + toolbox	Toolbox	24 hrs	N	Closed
8	18 Jun 2025	Social Media	8428	Wagga	Property damage	~2	Vehicle backed into stakeholder car	Apology + repairs arranged	Phone / Meeting	24 hrs	N	Closed
9	25 Jun 2025	1800 Call	8429	Wagga	Driveway access	~2	Temporary loss of access	Immediate reinstatement + apology	Phone / Site Visit	2 hrs	N	Closed
10	7 Jul 2025	1800 Call	8439	Wagga	Safety / access	~2	Welding safety concern + driveway blockage	Escalated to supervisor	Phone	2 hrs	N	Closed

No.	Date Received	Method	CM ID	Location	Nature of Complaint	Affected Parties	Summary of Issue	Initial Response / Action	Response Channel	Resolution Timeframe	Mediation Req'd	Status
11	17 Jul 2025	1800 Call	8453	June	Traffic management / parking	~3	Consultation concerns re parking	Meeting with business owner	Meeting	24 hrs	N	Closed
12	25 Jul 2025	1800 Call	8459	Wagga	Quality of works	~3	Hot mix road repair concern	Inspection + escalation to IR	Meeting / Phone	3 days	N	Closed
13	2 Sep 2025	Email	8484	Albury	Mud tracking	~2	Mud on local road post-works	Acknowledged + remediation	Email / Phone	24 hrs	N	Closed
14	4 Sep 2025	Email / Phone	8486	June	Line-marking concern	~2	Arrow directing traffic into laneway	Explained approval process	Email / Phone	24 hrs	N	Closed
15	10 Sep 2025	Email	–	June	Truck parking	~4	Temporary staging on Seignior St	Re-sequenced deliveries	Email / Phone	24 hrs	N	Closed
16	11 Sep 2025	Door knock	8486	June	CNVIS respite equity	~1	Voucher eligibility query	Explained modelling process	Face to face	24 hrs	N	Closed
17	15 Sep 2025	Phone	8495	June	CNVIS respite eligibility	~1	Noise impact and voucher eligibility	Explained criteria + voucher issued	Phone	24 hrs	N	Closed
18	16 Sep 2025	Phone	8498	June	CNVIS respite eligibility	~1	Request for voucher post-works	Explained policy and approval	Phone	12 hrs	N	Closed
19	2 Oct 2025	Phone	8514	June	Line-marking at roundabout	~1	Arrow orientation concern	Explained TfNSW / Council approval	Phone	3 hrs	N	Closed
20	14 Oct 2025	Face to face	8520	Wagga	Dust / heritage impact	~2	Dust entering Rail Heritage Museum	Investigation + extra mitigation	Phone	3 hrs	N	Closed

5. ADAPTIVE MANAGEMENT MEASURES

The project continues to apply a structured, adaptive management approach to ensure social impacts are effectively monitored and managed throughout construction. Martinus, in collaboration with Inland Rail, regularly reviews a range of data points to assess whether management measures require reconsideration, reorientation, or redefinition.

Key review mechanisms include:

- Regular data collection and reporting: Current monitoring confirms all social impact targets remain on track, with no revisions required at this stage.
- Complaints analysis: Routine trend reviews are undertaken to identify risks and corrective actions. No emerging patterns have required adaptive measures this period.
- Incidents and non-conformances: No incidents or non-conformances relating to social impacts were recorded.
- Socio-economic monitoring: Informal tracking of regional economic and workforce indicators through industry engagement and council liaison has identified no significant changes.
- Monthly monitoring of workforce and industry participation to track key pillar outcomes eg local, First Nations, etc
- Stakeholder engagement: Ongoing engagement with councils, Community Consultative Committees and other key stakeholders continues to inform management decisions.

Should monitoring identify unanticipated impacts or ineffective mitigation measures, Martinus will—consistent with the SIMP—investigate through the project's incident management process, determine corrective actions, and, where necessary, revise relevant management strategies in consultation with Inland Rail and stakeholders.



APPENDIX A

Community Engagement Summary

Following the closure of Kemp Street Bridge on 5 September 2025 and in accordance with the requirements of CoA E134A and E134C, community notifications and engagement activities have been ongoing to monitor the operational performance of the alternative transport options. A summary of the community notifications and engagements since the closure is outlined in Table 9 below.

TABLE 9 Community Engagement Log

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
1	5 September 2025 16 April 2025	Emails and phone calls Community information session	Updated information for Junee High School including student travel options, maps and stop locations, FAQs for parents and students and additional resources. Inland Rail hosted a community information session to discuss the proposed community transport and existing use of the Kemp Street bridge. (Summary of feedback in the Kemp Street Modification Report).	Martinus and Inland Rail	Junee High School Wider Junee community
2	5 September 2025 5 May 2025	Delivery Community information session	School Shuttle Pass - distributed to School Administration A follow up community information session was held to inform the community of the proposed pedestrian connectivity strategy. (Summary of feedback in the Kemp Street Modification Report).	Martinus and Inland Rail	Junee High School Wider Junee community
3	5 September 2025 April – June 2025	Emails and phone calls Emails and regular meetings	Updated information including student travel options, maps and stop locations, FAQs for parents and students and additional resources. Meetings have been held with Junee Shire Council around the proposed pedestrian connectivity strategy. (Summary of feedback in the Kemp Street Modification Report).	Martinus and Inland Rail	Junee Public School Junee Shire Council
4	5 September 2025 May 2025	Delivery Emails, phone and offer of individual meetings	School Shuttle Pass - distributed to School Administration Information about the proposed community transport strategy was provided to key First Nations Stakeholders. Post Junee engagement an update of the proposed pedestrian connectivity strategy was also provided. (Summary of	Martinus and Inland Rail	Junee Public School First Nations Stakeholders including: - Wagga Wagga Local Aboriginal Land Council (LALC) - Elders Group-Mawang Gaway

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
			feedback in the Kemp Street Modification Report).		Registered Aboriginal Parties (RAPs)
5	5 September 2025 April – June 2025	Emails and phone calls Emails, phone and regular meetings	Updated information including student travel options, maps and stop locations, FAQs for parents and students and additional resources. Regular meetings are ongoing with TfNSW on a variety of matters. The pedestrian strategy was provided the TfNSW along with the engagement undertaken to inform the strategy. (Summary of feedback in the Kemp Street Modification Report).	Martinus and Inland Rail	St Josephs Primary School Transport for NSW
6	5 September 2025 7 May 2025	Delivery Briefing	School Shuttle Pass - distributed to School Administration At the quarterly Community Consultative Committee meetings, the Wagga Wagga subcommittee which includes Junee representatives, discussed the proposed modification engagement including the pedestrian connectivity strategy. (Summary of feedback in the Kemp Street Modification Report).	Martinus and Inland Rail	St Josephs Primary School Community Consultative Committee (CCC), Wagga subcommittee (including representatives from Junee including Council and TfNSW)
7	5 September 2025 20 May 2025	Emails and phone calls Briefing	Updated information including student travel options, maps and stop locations, FAQs for parents and students and additional resources. Project briefing provided to JSC Councillors and Mayor including an update on the Kemp Street Modification and proposed community pedestrian strategy.	Martinus and Inland Rail	Junee North Public School Junee Shire Councillors and Mayor
8	5 September 2025 11 – 15 August	Delivery Doorknocking	School Shuttle Pass - distributed to School Administration. Doorknocked surrounding residents of Kemp Street Bridge to discuss use of the bridge and alternative community connectivity whilst the bridge closed (community transport). Presented the updated design visualisations for the Kemp Street Bridge.	Martinus and Inland Rail	Junee North Public School Surrounding residents including residents on: - Railway Parade - Edgar Street - Ducker Steet - George Street - Kemp Street - Joffre Street

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
					- Seignior Street
9	8 September 2025 11 – 15 August	Face to Face Doorknocking	Morning and afternoon assessment of success of first day of school shuttle operations Doorknocked surrounding Businesses of Junee and Kemp Street Bridge to discuss use of the bridge and alternative community connectivity whilst the bridge closed (community transport). Presented the updated design visualisations for the Kemp Street Bridge.	Martinus and Inland Rail	Junee High School Surrounding businesses on: - Broadway - Seignior Street - Lorne Street - Hill Street
10	8 September 2025 11 August 2025	Face to Face Briefing	Morning and afternoon assessment of success of first day of school shuttle operations Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy to Principal, leading to establishment of plans for construction and rail safety student presentations, newsletter communications with work notifications, physical pass distribution tracking, monthly principal meetings, and pedestrian safety information sharing through online and social media channels.	Martinus and Inland Rail	Junee Public School Junee High School
11	8 September 2025 12 August 2025	Face to Face Briefing	Morning and afternoon assessment of success of first day of school shuttle operations Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy to Centre Director, followed by discussion of evacuation drill concerns (conducted every 12 weeks), parent communication needs regarding local street access, community transport pickup timing from 2pm, and concerns about George Street becoming one-way affecting parent vehicle movements.	Martinus and Inland Rail	St Joseph's Primary School Little Kindy

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
12	8 September 2025	Face to Face Briefing	Morning and afternoon assessment of success of first day of school shuttle operations Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy to school Administration Manager, followed by discussion of bus pass processes for approximately 30 affected students, planned rail and construction safety presentations for all 118 students, and coordination of communication through school platforms and afternoon pickup arrangements.	Martinus and Inland Rail	Junee North Public School Junee Public School
13	12 September 2025	Emails and Phone calls Briefing	Distribution of Rail and Construction Safety Message – information for student assembly and school newsletter, parent app distribution Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy to Principal Angela Scott and Nicky, who then discussed safety measures for approximately 10 students using Daley Street, agreeing to share rail and construction safety information through morning assemblies, newsletters, and social media, plus provide closure maps and maintain monthly principal catchups.	Martinus and Inland Rail	Junee High School Junee Public School St Joseph's Primary School Junee North Public School St Joseph's Primary
14	10 – 25 September	Emails and Phone calls Briefing	Discussion with Junee Shire Council and Junee Community Transport on the take up rates and progress of the out of hours taxi vouchers. Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy, followed by discussion of heritage considerations including the potential use of old bricks	Martinus and Inland Rail	Junee Shire Council and Junee Community Transport Junee Roundhouse Museum

#	Date	Correspondence		From	Recipient
		Form/Type	Purpose		
			from the bridge in displays, with follow-up actions to include the SME in future meetings and provide website links to project visualisations.		
15	1 October 2025 12 August 2025	Emails and phone calls Briefing	Finalisation of the administrative support for the operational matters of the out of hours taxi voucher system. Project briefing provided including an update on the Kemp Street Modification and proposed community pedestrian strategy.	Martinus and Inland Rail	Junee Shire Council Junee Community Transport Junee Recreation Centre



APPENDIX B

Community Engagement Summary

Community Engagement with impacted residents as part of the traffic and transport mitigation to support the closure of the Edmondson Street bridge closure in Wagga Wagga. The Comments have been collected from residents and de-identified within his table.

	STAKEHOLDER COMMENTS
Removal of parking Spaces	
Railway Street, Bourke Street, Docker Street, Meurant Ave, Chaston Street, Gormly Ave, Lewisham Ave.	Has concerns around parking and traffic flow especially around during school hours. He has changed his hours to make it work in terms of current parking arrangements. He parks customer cars out the front of the business and has clients coming in and going throughout the day. He made reference of people flying down the hill towards the traffic lights to make the green lights and the cars parked out the front of the business have 'saved him'. Possible compensation conversation. He also bought the space next to him, with the tenant being smiths Cleaning & Co Pty Ltd (no.3). Was concerned if smiths' staff didn't have anywhere to park, he might lose a tenant.
	Was concerned about parking being taken away from them as staff park on the street each day and head out for their jobs. Compensation was mentioned. They are a tenant of the space that Bousfield Automotive recently acquired.
	Private residence. Team left sorry we missed you card.
	No real concerns as most of his deliveries come in on a weekend.
	No issues as they have onsite parking. He did mention that Bousfield Automotive could be a problem though in terms of parking as they have 'ruffled feathers' in the past in terms of parking in other businesses car spots.
	Need to confirm that they are in 5/9 Railway Street. Mentioned by Riverina Custom Coatings that they utilise their space as storage for Bunnings slabs. When they are on site, they can have up to 12 - 15 staff/trucks.
	Was going to send Uzair his email address. Email sent
	No issues, due to private parking on site. Only concern was if people starting utilising their spaces due to no space on the street.
	No issues, due to private parking on site. Only concern was during peak events in Wagga. Especially around the
	No concerns or issues. Parking provided on site
	No concerns or issues. Parking provided for staff and patients are rear of building
	No one in attendance. Team left sorry we missed you card.
	No concerns or issues as Parking provided for staff and patients are rear of building
	No concerns or issues as Parking provided for staff and patients are rear of building
	No concerns or issues as Parking provided for staff and patients are rear of building
	No concerns or issues as Parking provided for staff and patients are rear of building
	Private residence , no concerns or issues rear access to parking at the residence
	Private residence. Team left sorry we missed you card.
	Private residence. Team left sorry we missed you card.
	Private residence. Team left sorry we missed you card.
	No concerns or issues as Parking provided for staff and patients are rear of building
	No concerns or issues as Parking provided for staff and patients are rear of building
	Private residence. Team left sorry we missed you card.
	Private residence. Team left sorry we missed you card.

	Residence owned by Riverina Cardiology to house VMO's Currently do not have parking out the front of the location on Docker Street , have multiple rear access car parking but would like more. Private residence , no concerns or issues rear access to parking at the residence Private residence. Team left sorry we missed you card. No concerns or issues as Parking provided for staff and patients are rear of building "No concerns or issues as Parking provided for staff and patients are rear of building . CEO -Megan King. Team collected contact details to keep them updated."
Bourke Street fixed separation	
Wooden Street, Bourke Street, Local business Owner	so I will need to go around the block? I always have trouble getting out with the car trailer Council should have sorted this ages ago Im a retained fire fighter and will have to use the round about as well as my family. traffic heading into wagga banks back to the roundabout now it will get worse. NPH LL island out the front so cant turn there anyway NPH LL No issues the islands are in front of my place anyway and we need to just get on with it. That will impact our business as people do turn right just after the roundabout.
Colemand parking bus stop	
Coleman St, Wagga Wagga Wagga High School, Macleay St	horendous idea', they leave rubbish, cigarette butts and end up on my verandah when it rains. Was glad it was removed would not support it coming back. Children would run across the road and its dangerous. Not supported previous bad experience with damage to fence and garden No objections, wonder where the students will park would not impact me I time leaving out of school hours. Where would the students who drive park? We have difficulty now getting out in the morning this might make it worse with buses across the driveway. We need to get three cars out of a morning and don't want it to be any more difficult. Meeting with Principal - not many use the one near the school entry, some teachers park on the other side and they can park in the back carpark. Sometime park one of our three cars there. Concerns re speeding drivers on that road (MacLeay) will we be putting barriers?
Erin Street – no standing	
Erin Street, Edmondson Street MacLeay Street.	No issues to us' we park out the back however one car from number 3 and number 5 park on Erin. Adam has concerns about the street being a 'rat race for cars, and would prefer if traffic wasnt divered there however understand. Hopes that post works Erin St is reviewed by council to reduce it being a traffic thoroughfare. Raised questions over disability access post construction crossing Erin St safely with L and R turns into Erin at spend and no real footpath running down the side of 11 Erin.

	Requires parking outside his house as wife is a shift worker and they have limited parking at the rear. Proposed moving the no standing from behind wife's car to in front therefore not impacting parking for them.
	neighbour advised they park out the front. not impacted by no standing - if request above is accommodated
	neighbour advised they park out the front. not impacted by no standing - if request above is accommodated
	Discussed, understands the reasoning can park at the rear of the property.
	Difficulty understanding however advised they park in garage not on road / Erin St Spoke to Sara (tenant) confirmed no issue as they park in property (20/09/25)
	This is no issue to us, actually an advantage as parents in big 4WD usually park there and we cannot see when we come out of our driveway.
Removal of Parking Urana St	
Urana Street, Bourke Street.	parking by dog groomer staff
	NPH contact details left off street parking available on nature strip
	Unit block with off street parking per unit
	No issue
	NPh contact details left off street parking available on nature strip
	no issues
	NPH contact details left off street parking available on nature strip
	NPH contact details left off street parking available on nature strip
	NPH contact details left off street parking available on nature strip
	Our clients park on Urana St as its safer to get their dogs out. The three parks along the side of the neighbours. Confirmed with the business the parks attached were still available and she was happy with this



MARTINUS 