

1. Anthony Corderoy, Director of IMAC Ag Pty Ltd acting as Trustee for the MJ & MH Corderoy Family Settlement Trust.

The Corderoy family has been farming at Narromine since 1896 – 1898 from the property “Cowal Park”. The business now owns and operates “Cowal Park”, “West Lagoon”, “Villa Nova”, “Glenroy”, “Edghill” and “McGraths” as a mixed farming enterprise of irrigated and dryland cropping, sheep and cattle. We are currently cropping 2600 hectares dryland wheat, canola, barley, lupins, sorghum and pivot irrigating gritting corn, cotton and lucerne hay. In past seasons we have grown sweet corn from Simplot (4000T/season), with yields of 23 tonne and 20 tonne per hectare per crop ie. 43 tonne per hectare per summer for two crops and cotton yields of 14 bales per hectare, grit corn yields of 15 tonne per hectare average have also been achieved. Sheep numbers of 3000 Corriedale ewes turning off 4000 lambs and Shorthorn cattle 200 – 300 have also been run in conjunction to the cropping program.

2. At no time prior to the announcement of the Eastern option N2N was IMAC Ag Pty Ltd or the Corderoy Family contacted or consulted by ARTC or anyone related to the Inland Rail Project.

3. Route Selection:

The route selection change from west to east came as a complete surprise so we arranged a meeting with ARTC representatives to ask the following questions:

- When was the route changed?
- Who changed it as this is the person we need to talk to?
- What were the reasons for the change?
- Why were we not consulted prior to the change?
- How was the change evaluated given that no consultation was made prior to its being made, as to hydrological studies, EIS, land use, soil types, the data is only being collected and correlated now.
- The multi criteria analysis process was done without the above data based on assumption, and conjecture is this how ARTC operate on a multi-billion-dollar project.

Flooding and Hydrology:

- At the first release of the hydrological study, I attended at the request of a Narromine Community Consultative Committee (CCC) member so I could meet with the Hydrologist and look over the flood modelling used and the resulting impacts or mediation arising from the construction of a rail line across the Webb Siding outflow and Wallaby Creek flood plain.
- I was informed by the Chair that no questions without notice will be allowed as outlined in the CCC Charter and at best I could meet with the

Hydrologist at the end of the meeting. So I waited some five hours or so for the meeting to finish.

- The meeting went over time so the Hydrologist had to leave to go to another meeting – I gave the Hydrologist my name and contact details.
- We have eye witness information from prior to 1955 flooding to current day that has so far been dismissed or at best given scant regard.
- Rainfall events of up to 215 mm in 2.5 hours have happened twice in the last twenty years; and are not factored into the flood modelling as no BOM rainfall station is located in the Sappa Bulga run off area. This is a major shortfall of any hydrological model currently in use for the Webb Siding and Wallaby Creek area as the overland flow combined with a Macquarie River out flow has the potential for Narromine to become the next Grantham (Grantham & Toowoomba QLD flood 10.01.2011)

Access Issues:

- Currently the eastern option cuts across two of our properties, cutting the enterprise basically in half. "Villa Nova" and "West Lagoon" are located west and east of the Wallaby Creek in the first 15km of green field eastern option.
- These properties were purchased to provide access from "Cowal Park" to the Pinedene Road during periods of flooding and also to facilitate the movement of stock and machinery to our other properties located to the south.
- With farming machinery increasing in width and length it had become increasingly difficult and dangerous to move our equipment on the Narromine – Tomingley Road (B doubles, interstate traffic and 6-8m wide loads do not mix well).
- Also, with the flooding of the Backwater Cowal some times for years at a time, the need for all weather stock access was also of paramount importance to the business and both for logistics and animal husbandry considerations.
- Currently we have five points of access between the said properties and the Pinedene Road, two of which are used for day-to-day access, the other three are for stock and machinery access during seasonal periods or when areas of the farm become cut off by flood waters.
- We have offered ARTC the option of reducing the access points from five down to two (one per farm) as a means to reduce cost to ARTC whilst allowing us to remain productive even at a reduced capacity.
- We have submitted a list of current farm machinery (type, make, size, weight) that will be required to use such crossings.
- ARTC at this stage have indicated the possibility of one crossing on "West Lagoon" and none for "Villa Nova" citing cost as the limiting factor.
- The crossing offer or proposal was 4m wide as of last contact ie. not suitable because our machinery is up to 9.5m wide in transport mode.
- This leaves IMAC Ag with two farms land locked during periods when the Wallaby Creek flows. Eastern parts of "Cowal Park" use "Villa Nova" for access when the Backwater Cowal and Wallaby Creek are wet.

4. What do I want:

- (a) A detailed hydrological study of the Webb Siding – Wallaby Creek area with future-proofed data used (plan for the worst and hope for the best) incorporating the future effects for the township of Narromine.
- (b) Re apply updated information to the multi-criteria analysis and test its validity (hydrological, social, economic, cost, etc) – test the data and show the science.
- (c) Not just take the line that it was a historical decision and it is unchangeable. It was changed before without any scientific data or community consultation especially in regard to the Eastern Option.
- (d) I would like the Minister to refuse the project at this time, address the many issues raised not just in Narromine, find workable solutions to those issues and build an Inland Rail for the future that we as a Nation can be proud of.