Defined area (Chainage)	Regulated Vegetation Essential Habitat Blue Diagonal stripes	MSES regulated vegetation (Essential Habitat) Yellow	MSES wildlife habitat (Endangered/Vulnerable) Red Diagonal Stripes	MSES regulated vegetation (Category B- endangered or of concern) Bright green	MSES wildlife habitat (SEQ Koala habitat-core) Green diagonal	Distance to rail corridor
ch159		yes				disected
Ch160.5				yes		370m
Ch 161			Yes	Yes		590m
Ch169		yes	yes			250m
Ch 175	Yes	yes	yes			disected
Ch 176		yes	yes			270m
Ch176		yes	yes			130m
Ch179		yes	yes			disected
Ch 189.3			yes			/
Ch189.6			yes			/
Ch191		yes			yes	disected
Ch193.5		yes		yes	yes	✓
Ch194.5		yes			yes	/

Subject: Submission regarding the status of Koalas (Phascolarctos cinereus) along the Inland Rail proposed route B2G

To the Office of the Co-ordinator General of Queensland

The focus of this submission is directed toward the existence of Koalas along the proposed route of Inland Rail between the Qld/NSW border at Goondiwindi and Gowrie (B2G) and the impact on these creatures and their habitat - both from the construction and from the ongoing operation of Inland Rail (I.R.).

This submission will be based on the requirements of the Statutory Basis of the Terms of Reference (ToR) which, in **PART A** (1.2), states the matters to be addressed by ARTC in their Environmental Impact Study (EIS) for this area.

However, koalas - the subject of this submission - need to be considered from a national perspective as well. They are deemed as being a "vulnerable" species, but the Australian Koala Foundation presented some deeply sobering facts on Channel 9 NEWS in December 2020

1. They are on a dangerous trajectory towards extinction !
2. Reports show that the koala population in Qld has at least HALVED since 2001
3. They were listed as vulnerable in Qld, NSW, and ACT in 2012, but conservation groups are calling for the species to be classified as "ENDANGERED" in order to increase legal protection against habitat destruction to save koalas being lost forever in the coming decades. 80% have already disappeared!
4. The current population could be as low as 80,000 - so in less than 100 years the population has decreased from millions to 80,000.
5. They are expected to be EXTINCT by 2050!

In **PART B. Content of the EIS 5. General approach,** the ToR states (5.1) "The objectives of the EIS are to ensure that all relevant environmental, social, and economic impacts of the project are identified and assessed,.....".

Section 6. Mandatory requirements of an EIS, in 6(3), ARTC was directed to "provide all available baseline information relevant to the environmental values of the project, ...".

LINEAR EXTENT OF KOALA ACTIVITY and THEIR HABITAT from MILLMERRAN to GOWRIE

The above ToR requirements plainly state that ARTC was obliged to undertake environmental studies and to provide information about the extent and status of fauna along the B2G alignment.

Section 11. Assessment of project specific matters, in 11.25 and 11.26 (a, b, c, d, e, f, and i), the ToR outlines the impact concerns as a result of this railway and goes on to tabulate (in 11.29) a "List of potential listed threatened species and their status". In the Fauna list, Koalas are listed as (m) with a VULNERABLE classification!

The above indicates that Koalas were to be included as a species of concern for the OCG and the sentences (a)to (i) (above in 11.26) would specifically refer to koalas!

On page 10-71 of the EIS **Chapter 10 - FAUNA and FLORA, Figure 10.8d (dated 2020)** illustrates that Koalas were present at Pittsworth (at chainage 170) and at Southbrook (at chainage 180 and 183).

However, studies and scat collection over the last decade by Pittsworth Landcare and by concerned conservationists have revealed that the extent of the 2 locations mentioned above is wildly inaccurate!

In reality, actual koalas and/or their scats have been observed right along the alignment from Millmerran to Gowrie. These sightings and scat collections have been done by dedicated people to prove the existence of koalas and the data has been downloaded onto Wildnet with GPS authentication. Scat samples have been collected, bagged, and marked with the actual latitude and longitude co-ordinates for location identification and some samples have been sent for DNA testing. The geographic distance between coastal and local koalas may well mean that the inner Darling Downs koalas may be of a different gene pool than the eastern koalas. If so, this will be authenticated by DNA testing and this will be critical for future survival of the species!

See attached maps of Koala Extent as per Landcare mapping

INLAND RAIL DESIGN CONSTRAINTS TO KOALA MOVEMENTS FROM BROOKSTEAD TO WELLCAMP

Inland Rail Vertical Alignment Summary from Brookstead to Wellcamp. Ref Appendix ZZ - Sheets 55 to 69

6. From Brookstead at 392 metres(chainage 153), I.R. runs for 5 km to Longhurst Road at 404 m.(chainage 158)
7. From chainage 158 to chainage 167 (9 kms), I.R. ascends continuously to 515 m - 111 metres uphill
8. From chainage 167 to chainage 169.74 (2.74 kms), I.R. descends slightly to 500 m
9. From chainage 169.74 to chainage 178 (8.26 kms), I.R. ascends continuously to 559 m - 59 metres uphill
10. From chainage 178 to chainage 188 (10 kms), I.R. descends and flattens to Athol School Road at 527 metres.
11. From chainage 188 to chainage 195 (7 kms), I.R. descends to Wellcamp Airport at 452 metres.

The above data shows a change in altitude from Longhurst Road at 404 m to chainage 178 (near Southbrook) at 559m - an increase of 155 metres - and then downhill to Wellcamp airport at 452 m - a drop of 107 metres!

The above information also illustrates the lay of the land through the inner Darling Downs for 42 km and additionally indicates that, from Longhurst Road to Wellcamp, there will have to be major earthmoving works involving embankment construction and excavation of significant cuttings to allow the rail to be built at gradients from 1in 84 (1:84) to 1 in 120 (1:120). The nature of this undulating land is such that, in this 42 kms section, there is only 1.2 km which is level with the proposed vertical alignment of I.R. The remainder has embankments of up to 16.9m just west of Roches Road (sheet 58, chainage 163) and cuttings to depth of 24.88 m north of the Gore Highway near Southbrook (sheet 63, chainage 178).

The significance of all this undulating land is that it is timbered upland Downs country proven to be supporting vibrant populations of koalas. It is essential habitat for them to forage, live, and breed. The clearing of this area for agriculture which occurred in the late 19th and early 20th

centuries is complete and has been so for 100 years, but there is still sufficient and, in most cases, connected remnant vegetation to support these inner Downs koalas.

The route of I.R. was chosen to incorporate as much "brownfield" country as possible. It is fair to state that this concept is partly true - Appendix ZZ, sheets 54 to 58 reveal that I.R. follows the existing QR line for 10.5km from Brookstead to Yarranlea (chainage 162.5). From this point (162.5) eastwards, however, the terrain is so sufficiently steep that the 100 - year - old QR line zig-zags and incorporates tight curves to attain altitude. So I.R., whilst still maintaining the same general direction towards Pittsworth, will deviate away from the QR line completely and will be 'greenfield" to Wellcamp and beyond to Gowrie. This alignment change will necessitate clearing of existing habitat from chainage 162.5 to chainage.

In summary then, the above design of I.R. through this timbered upland section is such that construction of this line will create an unprecedented, formidable obstruction which will prevent the free movement of koalas from one side of the rail line to the other and the necessary clearing of natural vegetation from Yarranlea eastwards will permanently destroy significant remnant habitat - some of which is zoned .....

IMPACT OF CONSTRUCTION OF INLAND RAIL ON KOALAS BETWEEN BROOKSTEAD AND WELLCAMP

Chapter 14 - Noise and Vibration. Appendix S - Construction Noise

Both Chapter 14.4.3.1 - Table 14.3 and Section 5.1 (in Appendix S)- Table 5.1 outline activities necessary for the construction of I.R., the machinery required, and the predicted noise levels anticipated. The noise levels are all above 102 (dB(A))2. Because this section of I.R. traverses the most undulating terrain of B2G which will involve

clearing, excavating, road haulage, embankment consolidation, bridge building, ballast cartage and forming, and rail/sleeper placement, it is to be expected that the extent, magnitude, and period of noise generation during construction will be extreme. This noise and associated movement of machinery will, undoubtedly, be stressful to the koalas in this area.

In 14.7.1.3 - Impacts to Fauna, it states " Construction noise may lead to some fauna species reacting/avoiding nearby habitat; however, construction noise will be temporary only and

fauna would be expected to return to the area on completion. Measures have been proposed in section 14.8.2 to mitigate construction noise impacts ...".

Table 14.39 outlines some vague measures including development of "Management Sub-Plans", but there is NO specific mention of fauna consideration whatsoever!

In any case, the statement above about fauna evacuating noisy areas and being expected to later return is nothing more than pure speculation and perceived hope that the driven-out fauna might return. What if the noise/ movement levels are such that they are stressed to the point of wanting to move away but, especially in the case of koalas, there is no suitable place for them to go to ? On page 110 in Chapter 10.9.2 - Fauna Species Injury or Mortality", the EIS states specifically that "koalas may find it difficult to move away from roosts or active breeding places".

These above statements and references clearly illustrate that ARTC recognize the impact of construction noise on koalas - but have NO policy at all to address this issue!

Chapter 14.7.3 Construction Blasting Impacts

This chapter addresses the fact that blasting may be required on "non-rippable rock"' and states "based on reference design geo-technical information, it is anticipated that blasting may be required for the cuttings below -

Chainage 164.4 to 165.8	Murlaggan (between Yarranlea and Pittsworth)
Chainage 174.4 to 175.5	North-east of Pittsworth
Chainage 177.0 to 179.3	South-west of Southbrook
Chainage 188.8 to 190.4	South-west of Wellcamp airport

The above hills where this "anticipated" blasting will take place are areas of high - density koala population and 3 of these areas are designated as such in the attached habitat summary! While it is understood that blasting, where necessary, is not likely to be a continuous, long-term procedure, it is, nevertheless, always obviously accompanied by loud noise which is likely to startle any local koalas to the point that they may panic and attempt to flee!

Table14.39 - Proposed Noise Mitigation Measures - states that " a Noise and Vibration Sub Plan will be developed as a component of the Construction Environmental Management Plan (CEMP) which includes location-specific measures for activities that may exceed noise criteria eg. Blasting".

It is hard to understand why this EIS was presented without the specific details of just what the composition of these plans and sub-plans would be and what specific measures will be undertaken to mitigate the noise and shock waves of the acknowledged blasting activities as they apply to neighbouring koalas.

Once again, ARTC have not presented any quantitive measures that may be seen as being in any way effective.

Chapter 10.9 Potential Impacts - Entrapment

Page 111 of chapter 10.9.2 discusses Fauna Species Injury or Mortality with statements on how these traumas may occur. Mortality by ENTRAPMENT in trenches and open pits is primarily associated with ground -dwelling (eg. Plains Earless Dragon) and arboreal species (eg Koalas).

Because of the continuous undulating terrain between Longhurst Road (chainage 158) and Wellcamp (chainage 195) and because of the subsequent requirement for cut and fill construction (see above - ref Appendix ZZ, sheets 55 to 69), there are certain to be open, excavated construction areas in the project footprint adjacent to known koala habitat. It would seem probable that koalas/Plains Earless Dragons would be more likely to fall into these excavations at night and become trapped.

Table 10.30 directs particular focus on to Koalas and states "Koalas may be assumed to be potentially present throughout eucalypt woodlands in the Project footprint". The area from Longhurst Road to Wellcamp has both medium and scattered stands of eucalypts right along this alignment and it has been PROVEN that koalas exist there and, so, will be subject to risk of entrapment.

Table 10.30 also includes proposed Mitigation Measures specific to Matters of National Environmental Significance (MNES) and include vegetation clearing guidelines, restricted works measures, etc .

But there are NO specific plans stated for actually preventing mortality or injury from entrapment or accidents - nor does the EIS include contingency plans and/or procedure for the rescue and treatment of injured koalas.

Chapter 5.4 Construction Activities

A. Sediment basins

Chapter 5.4.6 refers to the building of 17 sediment basins B2G and these are tabulated on Table 5.27. These structures are silt traps built to contain siltation flows from extending downstream and are located near culverts where ARTC has deemed appropriate.

There are 6 of these basins between Yarranlea and Wellcamp and are numbered from SB 9 to SB14.

Of these 6, the location of the following 3 basins is of concern from the point of view of being in timbered habitat areas. These 3 basins are -

12. SB 9 at chainage 163.1 at Roches Road - 359 cub metres
13. SB 12 at chainage 179.9 near Southbrook - 1193 cub metres
14. SB 14 at chainage 191.8 south-west of Wellcamp Airport -893 cub metres

The EIS does not specify how much clearing will be required to build these basins, the environmental impact of doing so, or what the reduction in habitat will be.

There are no design specifications of any of these basins and there is no indication of whether these basins will be retained after construction. If they are not to be retained, how will they be drained and levelled and will the trapped silt be moved away or just left at the site? What rehabilitation plan (if any) will be followed and does it include planting of suitable eucalypts? There is no mention of contingency plans for any potential breaches or siltation overflows from these basins!

B. Laydowns

Chapter 5.4.7 refers to the location and proposed use of Laydown areas B2G. Details of these areas are found in Table 5.28. Sixteen of these are located between Yarranlea (at chainage 161.0) and Wellcamp (at chainage 192.3).

Five of these 16 laydowns are of serious environmental concern - being situated in or adjacent to koala habitat. These 5 areas are -

15. Roche Road at chainage 163.3 - 0.53 Ha
16. Murlaggan Road at chainage 164.3 -2.46 Ha
17. Geitz Road at chainage 179 - 2.2 Ha
18. Gore Highway at chainage 185 - 3.2 Ha
19. Off Berghoffer Road at chainage 192.3 - 3.04 Ha. Please note that this laydown is not adjacent to any road and an access road will have to be built to service it.

Details of proposed usage of all of the 16 laydowns is revealed in Table 5.28 and shows that laydown at the Yarranlea Road at chainage 161.0 (6.5 Ha) - whilst not requiring any habitat

removal - will be only 100 metres from Poplar Box trees on Yarranlea Road/Desmond Lane in which koalas have been recently (2021)observed. This laydown is proposed to be the northern site office B2G and will be a fuel storage depot of 20,00 litres.

Laydown 5 (above) will also be a fuel depot with 10,000 litre storage.

The EIS states that laydowns are required at bridge sites along the alignment as well as at strategic locations.

From the perspective of koala safety and wellbeing, these sites will be centres for storage of construction materials and machinery as well as for administration and fuel storage facilities. The amount of vehicular activity will be persistent and ongoing with trucks carrying ballast, rail, sleepers, piles, etc arriving and departing constantly!

The concentrated noise, therefore, will be excessive and continuous and likely to force koalas to move away from what has been part of their territorial area and into areas of other koala groups - with probable struggles for dominance, etc.

There are no mitigation measures included for the impacts of the construction and operation of laydowns and it would appear that none are possible!

THREAT TO HABITAT AND SUBSEQUENT CONCERNS ABOUT FUTURE EXISTANCE OF KOALA

INLAND RAIL IMPACT TO EXISTING VEGETATION AND HABITAT

Apart from existing bushland and scattered roadside trees where koalas have been sighted and scats collected, the area from near Yarranlea (chainage 159) to south-west of the Wellcamp airport (chainage 195) has 13 areas of recognized importance for wildlife preservation. Some of these areas have multiple classifications and the 3 areas from chainage 190 to chainage 195 are within the South East Queensland Koala area and these 3 sites are classified as MSES wildlife habitat (SEQ Koala habitat - core). The remaining 10 sites are not in the SEQ koala area but, nevertheless, are still graded as important and deserving of protection.

But yet, of these 13 protected areas, I.R. is aligned to disect through 8 of them and run adjacent to the remaining 5!

The details of these protected areas can be located on Queensland Globe and are MSES Maps showing areas in colour coding.

A Habitat summary detailing actual chainages and area classification is attached.

Chapter 10 - Flora and Fauna

This chapter details most of the likely impacts on Fauna as a result of I.R. The following 4 impacts are likely to be highly significant to the future survival and wellbeing of the regions koalas -

20. Section 10.9.1- Habitat Loss and Degradation from Vegetation Clearing and Removal

This section states that " The removal of vegetation and construction of linear infrastructure resulting in habitat loss is likely to pose the largest risk of adverse impacts for biodiversity from the project." The section concludes with " Vegetation and habitat loss that cannot be avoided, particularly in high constraint areas, are likely to result in permanent impacts to threatened biodiversity values".

2. Section 10.9.5 - Reduction in the Connectivity of Biodiversity Corridors

Key points are that "fragmentation of corridors have been identified as important threatening processes to MNES such as Quoll and Koala".

"The alignment intersects a regional corridor comprising patchy fragmented vegetation to the north of Pittsworth".

"The unmitigated potential impacts to biodiversity corridors resulting from the Project are likely to be long-term and irreversible"!

3. Section 10.9.7 - Habitat Fragmentation

This section "relates to the physical dividing-up of continuous habitat into separate smaller fragments".

"The new habitat type between fragments is often artificial and less suitable to the species."

" Habitat fragmentation has been identified as an important threatening process to sensitive environmental receptors such as Quoll and Koala. This is due to the importance of connectivity, dispersal opportunities, and habitat quality at a local scale and the cumulative impacts at a regional scale."

" The unmitigated potential impacts of habitat fragmentation resulting from the Project are likely to be long term and irreversible."

4. Section 10.9.8 - Barrier Effects

This impacts where" species are unable or unwilling to move between suitable area of habitat due to the imposition of a barrier."

"Species most vulnerable to barrier effects include ..... Koala."

"Barrier effects ..... increased patrolling and predation by pest animals (eg Foxes and Wild Dogs) along barriers as prey becomes more exposed and easier to detect and catch."

"The unmitigated potential impacts of barrier effects resulting from the Project .....may, in some cases, be long term and irreversible."

Section 10.9.5 (above) indicates that I.R. will intersect patchy, fragmented vegetation north of Pittsworth but fails to acknowledge the existance of continuous tracts of koala habitat on both sides of the proposed route - with the exception of short sections directly adjacent to Pittsworth and north of Southbrook- from Yarranlea to Wellcamp!

The above summary of critical impacts to koala survival clearly indicates that the building of I.R. through this area will create an unprecedented barrier to unrestricted movement of koalas through their habitat. This rail line will result in existing areas of habitat being isolated from one another and becoming unsuitable for future koala colonization

As mentioned above, I.R. is planned to follow the existing QR rail corridor to Yarranlea, but the current rail line is only used at harvest time for grain transport and only amounts to about 25 trains annually. This line was designed and built as a branch line over 100 years ago and the trains move very slowly - apx 30 to 40 kph on flat country and more slowly from Yarranlea east where the gradient increases. This line is essentially at ground level so the track itself presents no barrier at all for moving koalas. This line is mainly used in daylight hours when koala movement is unusual.

The reality of I.R. will be totally different. This railway is an interstate inter-capital express line with a service offering from Melbourne to Brisbane of 24 hours. Subsequently, trains are proposed to attain speeds of up to 115 kph and, in Table 14.5 of the EIS, Daily Train Movements (DTMs) of 19 daily are predicted by 2026 and 24 daily by 2040! As Appendix ZZ states (see above), I.R. design from Yarranlea east will be a sequential series of embankments and cuttings which will be impassible for koalas. The predicted DTMs (above) states that, of the 19 trains per day in 2026, 8 will be night trains!

MITIGATION MEASURES mentioned in Table 10. 30 are vague statements such as "opportunities to incorporate faune infrastructure at other potential crossing points (such as culverts) will be considered during the detail design process". Why has this EIS been released for public comment when there are NO definite details of what WILL be done ?

Fauna Fencing is mentioned "to guide koalas to safe movement opportunities", but these fences will not be satisfactory as koalas will climb fences and are liable to become caught!

Passages under the line will not necessarily be effective as koalas will not enter long tunnels under embankments and, in any case, this will concentrate any koala movement and, as stated previously, predators such as foxes and dogs will be attracted to their scent and wait at the end of the tunnel to seize them!

Relocation of koalas has been done before in some urban areas eg south of Brisbane. This strategy of koala "protection" has a relocated mortality rate of 40 % and is condemned by the State government.

An offset policy is mentioned in Chapter 10.29 and states that " a Project Offset Plan will be developed" and mitigation will "provide for the staged delivery of offsets". Again,there is nothing definite here! But, in any case, what happens to the existing koalas ?

This EIS - particularly with reference to vulnerable species like Koalas - should be altered to clearly demonstrate that committing to AVOIDING IMPACTS should be the prime objective of the Project. Totally objective assessment of the above habitat and the koalas has not been done and any suggested mitigation plans should be secondary to the avoidance and protection of habitat!

The important thing to consider about the future of Koalas in this area is that their range and numbers have been grossly underestimated by ARTC and their ecologists. The koalas of this region have survived droughts over 2019 and 2020 and are robust and thriving. They are a migratory species which require suitable habitat in which to live, feed, and breed. This habitat currently exists but is, indeed, under threat from I.R.

They have become a species of concern for groups such as Pittsworth Landcare who have, with participating landholders, planted thousands of "koala friendly" eucalypts in the area to provide additional and future homes for them. This environmental effort to encourage and support future viability should not have been in vain.

The route of Inland Rail should be re-considered.

Griffith UNIVERSITY
Queensland, Australia
Social Marketing @ Griffith

TOOWOOMBA KOALA PRIORITIES

Creating Collective Solutions Summary Report

Funded by

Queensland Government

The Creating Collective Solutions process was conducted by Social Marketing @ Griffith as part of the South-East Queensland Cross Coordination Koala Conservation Project funded by the Department of Environment and Science

Toowoomba Koala Priorities:
Creating Collective Solutions Summary Report

Report by Social Marketing @ Griffith: Dr Erin Hurley and
Prof Sharyn Rundle-Thiele.
September 2022

Suggested citation: Social Marketing @ Griffith. Toowoomba
Koala Priorities: Creating Collective Solutions Summary Report.
Griffith University. Brisbane 2022.

Contents

Background

The Creating Collective Solutions (CCS) process was funded by the Department of Environment and Science and conducted by Social Marketing @ Griffith. The CCS process set out to tackle issues associated with koala conservation in the Toowoomba Region* and uncover key actions needed to protect koalas in the region.

The CCS research process was selected as:

- It brings people together who have different backgrounds ensuring the conversation moves beyond people who normally work on koalas
- People involved in the workshops are asked to achieve consensus
- The process provides an opportunity to better understand the priorities that key stakeholders identified during the process and agree upon actions that need to be supported

This report outlines the ideas generated by stakeholders involved in the process

**Toowoomba Region is defined as the Toowoomba Local Government Area*

Creating Collective Solutions

The Creating Collective Solutions (CCS) approach involves bringing together different stakeholders to identify and agree upon solutions that support koala conservation in the Toowoomba region.

Step 1: Working Group

A working group of seven stakeholders was established to commence the CCS process. The stakeholders represented a variety of backgrounds including:

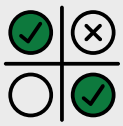
- ARTC Inland Rail
- Darling Downs Environmental Council
- Department of Environment and Science
- Pittsworth Landcare
- Toowoomba Regional Council
- Department of Transport and Main Roads
- Wildlife Rescue, Rehabilitation and Education Centre

Step 2: Trigger Question

What can we all do in the Toowoomba region to ensure that our koala populations thrive and grow?

The working group spent a considerable amount of time agreeing on the wording of the trigger question that would be used to generate priorities from community during the consultation phase of the CCS process.

The trigger question was sent out via an online survey to stakeholders who were identified by the working group. Additional stakeholders were also contacted by Social Marketing @ Griffith to reach a wide variety of responses from different organisations, professional backgrounds and cultures. People were asked to list three to five actions to ensure local koala populations thrive and grow.
A total of 177 people responded to the trigger question including the working group members.



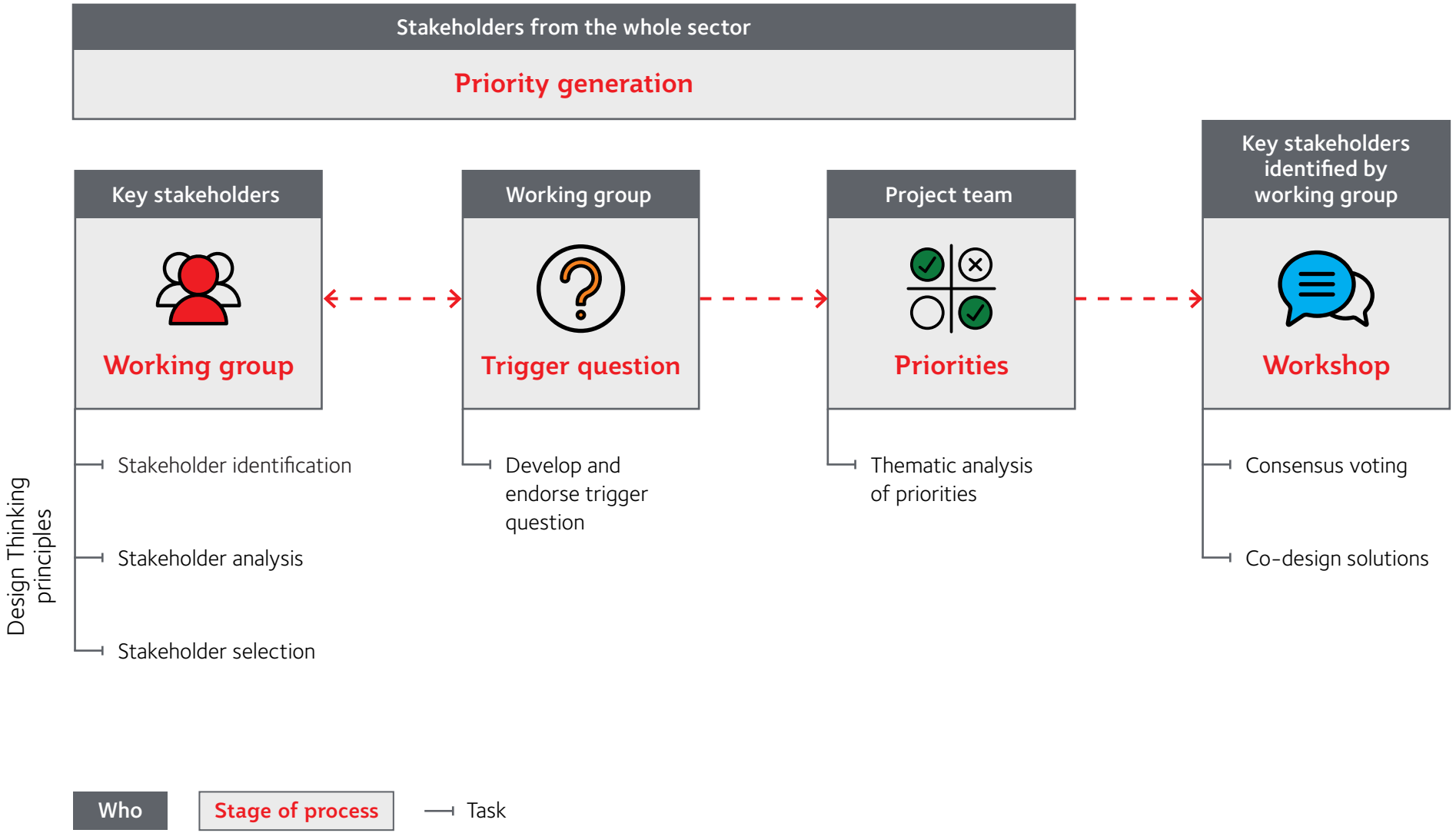
Step 3: Priority Setting

The priorities were collated and organised by the research team. Modifications made to reduce the time the CCS working group needed to spend in the final phase included 1) splitting double barrelled answers into two or more priorities, 2) removing ineligible priorities, 3) duplicate word perfect responses were merged, and 4) priorities which had the same meaning were merged. Unique priorities were thematically analysed and categorised to be shared with the stakeholder group during the workshop.

Step 4: Workshop

A three-hour workshop was hosted in person at the Toowoomba City Library. A diverse group of stakeholders attended the workshop and worked together to reach consensus on priorities and propose initial solutions that could be implemented to ensure that the local koala population could thrive and grow.

Creating Collective Solutions Process



Step 1. Working group

Toowoomba City Library

6th July 2022

2 hours

7 people from 7 stakeholder groups

Participating stakeholder groups

- ARTC Inland Rail
- Darling Downs Environmental Council
- Department of Environment and Science
- Pittsworth Landcare
- Toowoomba Regional Council
- Department of Transport and Main Roads
- Wildlife Rescue, Rehabilitation and Education Centre

Project working group tasks

The purpose of the project working group in the initial meeting was to:

- Identify organisations and individuals to ensure diversity in viewpoints
- Select people to invite to the final workshop
- Develop and agree on the trigger question

The project working group was also asked to complete the survey and attend the final workshop.

Stakeholder identification and classification

To ensure a wide representation of solutions, stakeholders were classified in the following categories:

- State Government
- Local Government
- Research
- NGO's and Charities
- Local business
- Land developers
- Community groups
- Individuals
- Media
- Other

A total of 80 organisations and community members across the 10 stakeholder categories were identified by the working group. The working group also specified 24 organisations and individuals that they wished to be invited to the CCS workshop.

Step 2. Trigger question

What can we all do in the Toowoomba region to ensure that our koala populations thrive and grow?

List
3 to 5 priorities

177 stakeholders responded

751 total priorities
↓
383 unique priorities

Trigger question distribution

300+ emails were sent inviting people to respond to the trigger question

Shared with local community organisations to distribute via their networks

Featured on local media
- 7News Toowoomba
- The Pittsworth Sentinel

Facebook Ad's and Facebook community groups

The project team attended Toowoomba Farmers market conducting intercept surveys

Types of stakeholders responding to the trigger question*

State Government
- Department of Education
- Department of Environment and Science
- Department of Transport and Main Roads
- Queensland Health
- Queensland Parks and Wildlife Service
- TAFE Qld

Local Government
- Toowoomba Regional Council

Research
- University of Southern Queensland
- Griffith University

NGO's and Charities
- Queensland Trust for Nature

Local business
- Agricultural transport
- Childcare
- Environmental consultancy
- Landscaping
- Real estate
- Retail, hospitality and service sectors
- Town planning
- Veterinary clinics

Community groups
- Environmental and wildlife organisations
- Local community groups

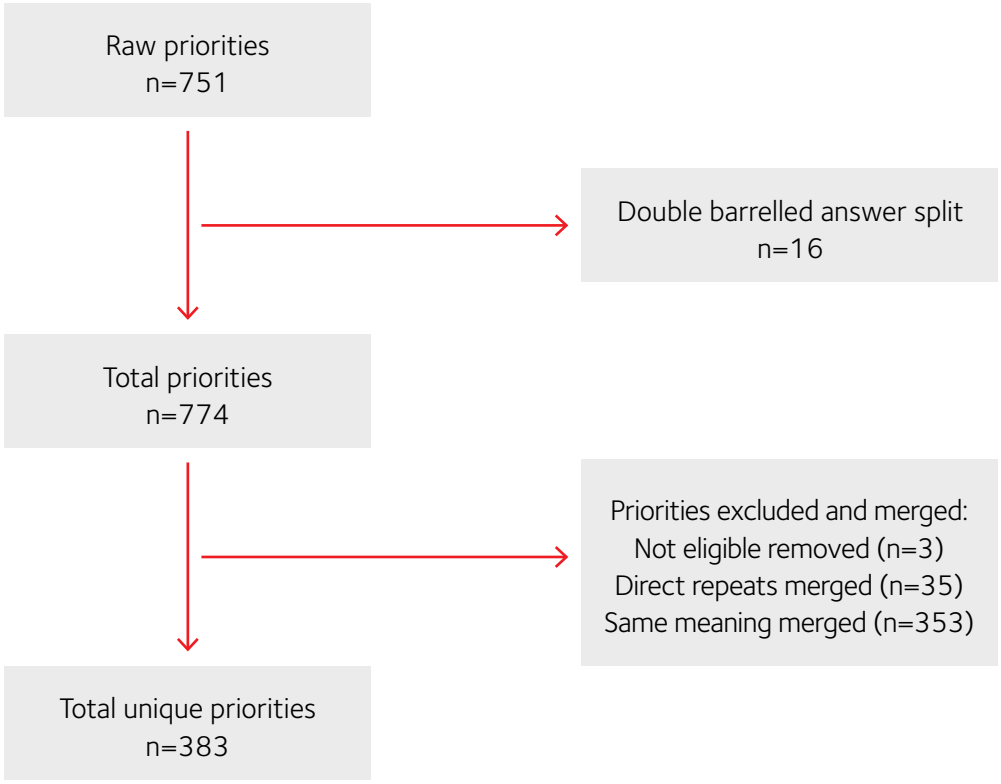
Individuals
- Landholders and local residents

Other
- ARTC Inland rail
- QANTAS

**The list is an excerpt and not the complete list*

Step 3. Priority sorting

Breakdown of condensing priorities



Examples of condensing priorities

Examples of direct repeats merged

- Education (x7)
- Fund wildlife carers (x2)
- Habitat loss (x3)
- Improve connectivity (x2)
- Plant trees (x3)
- Protect habitat (x4)
- Stop clearing koala habitat (x3)

Examples of same meaning merged

- Run a public awareness campaign (Included: Higher public awareness; increased community awareness; increase public awareness; public awareness; raise awareness).
- Plant appropriate koala food trees (Included: Feed trees; food trees; further planting of food trees; more eucalyptus trees; plant eucalyptus; plant feed trees
- Cease destruction of their habitat (Included: Stop clearing koala habitat; stop habitat clearance; stop clearing their trees; stop bulldozing of habitats; no more cutting down trees)

Categorising priorities

Unique priorities were thematically analysed and placed into categories and subcategories as follows (similar ideas may be present within or across groups):

Communication and awareness
- General
- Messaging
- Signage

Development
- Development type
- General
- Government/planning

Domestic and feral animals
- Domestic
- Feral
- General

Education
- Content
- General
- School children
- Strategy

Funding
- General

Koala habitat
- Conservation
- Corridors
- Habitat mapping
- Land type
- Plant koala trees
- Protected areas
- Tree type
- Weed management

Koala health
- Breeding programs
- Disease
- Treatment facilities

Political
- General
- Laws and legislation
- Penalties and enforcement
- Planning

Research
- General

Stakeholders
- Community / individuals
- Collaborative
- Government
- Landholders
- Wildlife organisations and carers

Traffic management
- Driving
- Infrastructure

Other
- Environmental threat mitigation
- Programs and initiatives
- Sanctuary
- General

Top 10 merged priorities

Priority	Category	Total priorities represented
Plant appropriate koala food trees	Koala habitat	28
Cease destruction of their habitat	Koala habitat	27
Provide corridors for koalas to move safely between preferred habitats	Koala habitat	23
Education in the community	Education	18
Protect existing wildlife corridors	Koala habitat	16
Stop clearing koala habitat for development	Development	12
Run a public awareness campaign	Communication and awareness	12
Protect existing koala habitat	Koala habitat	12
Protect koala habitat	Koala habitat	11
Plant koala friendly trees	Koala habitat	10

Step 4. Creating Collective Solutions workshop

Toowoomba City Library

29th August 2022

3 hours

17 people from 11 stakeholder groups

Participating stakeholder groups

- Darling Downs Environmental Council
- Department of Environment and Science
- Bunya Peoples' Aboriginal Corporation
- Landholders
- Pittsworth Landcare
- Toowoomba Regional Council
- Town planning: Creative Planning
- Department of Transport and Main Roads
- University of Southern Queensland
- Wildlife Rescue, Rehabilitation and Education Centre
- Toowoomba West Veterinary Clinic

Priority setting

Participants were given a total of 30 votes each to select their top priorities out of the 383 total unique priorities. All of the 17 workshop participants cast their votes.

Votes were counted to determine the top 10 to 12 priorities to enter into the Interpretive Structural Modeling (ISM) software. The top 11 priorities were selected ranging from 19 to 7 votes each (note, that a 12th priority was not selected as there were a total of 7 priorities next in line with 6 votes each). The ISM software automatically generates consensus voting rounds based on the priorities.

No. of votes	Top 11 priorities
19	Stop land clearing and new developments in known koala habitats and wildlife corridors.
14	Re-route the inland rail to save the koalas.
12	Implement the three "Rs" Retain - Rehabilitate and Revegetate (reduce habitat loss).
11	Identify priority areas for habitat restorations, ideally with connectivity to existing high value koala habitat areas.
10	Use cultural burning techniques learned from local Custodians of the land - devastating bushfires are occurring because Cultural burning has stopped. We need to learn from the local Custodians of the land how to manage the land.
9	Lobby State Government to extend SEQ development controls into Toowoomba.
9	Put in place safety measures along roads in koala habitat areas to protect the koalas from being hit by cars.
8	New residential development in koala habitat to meet minimum design requirements (veg retention, fencing, covenants on pet ownership etc).
7	Maintain existing koala habitat.
7	Supporting the wildlife carers and groups in the area that rescue and rehabilitate them.
7	The legislation which is so complex that even the State struggles to interpret it. It is managed by three different departments which each have their own legislation. Keep the legislation within one department. That way people have a better chance of complying with it.

Consensus voting with 17 participants

- 11 priorities – Voting rounds test whether priorities improve each other
- ≥ 70% - Minimum of 70% consensus before continuing
  - 12 or more participants must be in agreement (either yes or no) before proceeding.

Does re-routing the inland rail to save koalas **improve** maintain existing koala habitat **= YES/NO**

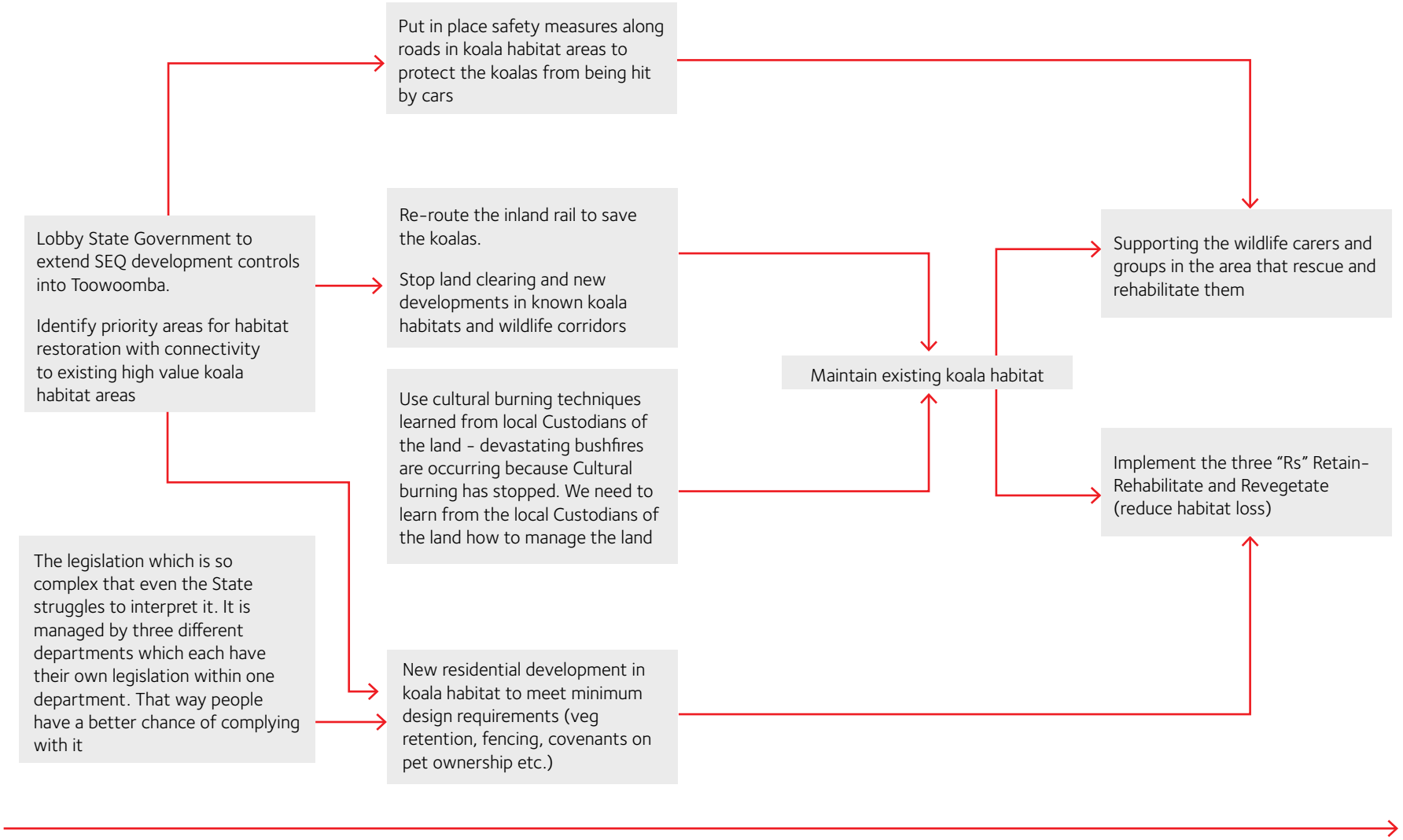
The CCS workshop group spent 1 hour and 20 minutes agreeing on the action map. During voting rounds group discussions noted that the interpretation of priorities influenced voting decisions. Thus, participants agreed upon the interpretation of ambiguous priorities to inform their decision making.

Priority	Participant's interpretations
Stop land clearing and new developments in known koala habitats and wildlife corridors.	No interpretation discussed.
Re-route the inland rail to save the koalas.	It was unclear to participants if a new route would also involve koalas or other wildlife forms. In other words, workshop participants were not sure if a new route would necessarily be better. They assumed it might be an improvement if koala mapping was more extensive. The inland rail would be re-routed away from existing koala habitat.
Implement the three "Rs" Retain - Rehabilitate and Revegetate (reduce habitat loss).	No interpretation discussed.
Identify priority areas for habitat restorations, ideally with connectivity to existing high value koala habitat areas.	No interpretation discussed.
Use cultural burning techniques learned from local Custodians of the land - devastating bushfires are occurring because Cultural burning has stopped. We need to learn from the local Custodians of the land how to manage the land.	Clarifications were sought by some workshop participants and the assumption was made that cultural burning techniques would also be referring to improved weed management, noting that cultural burning practices themselves can help with removal of some invasive species, e.g. Lantana
Lobby State Government to extend SEQ development controls into Toowoomba.	The workshop group assumed this meant lobby State Government to include the entire Toowoomba region in the South-East Queensland planning region.

Priority	Participant's interpretations
Put in place safety measures along roads in koala habitat areas to protect the koalas from being hit by cars.	Safety measures include a diverse array of options available such as under/over road infrastructure, road signs, and road verge maintenance.
New residential development in koala habitat to meet minimum design requirements (veg retention, fencing, covenants on pet ownership etc).	No interpretation discussed
Maintain existing koala habitat.	The assumption was made that 'koala habitat' was meant as a broad term referring to all koala habitat. The group assumed that the term did not only denote 'koala habitat areas' as defined in State Government mapping.
Supporting the wildlife carers and groups in the area that rescue and rehabilitate them.	Wildlife carers and groups in the area that rescue and rehabilitate koalas can be supported through various means including for example: - Funding - Reducing the number of koalas who are in care due to reducing threats such as vehicle strikes through other actions, thus allowing more resources to focus on the treatment of diseased koalas.
The legislation which is so complex that even the State struggles to interpret it. It is managed by three different departments which each have their own legislation. Keep the legislation within one department. That way people have a better chance of complying with it.	The assumption was made that if legislation for koalas and their habitat was placed into one department that it would then be easier to interpret.

A total of 57 consensus votes led to the final Action Map.

Action map



Tackling the priorities on the left first makes everything easier, e.g. laws that are clearer and easier to follow make protecting habitat easier.

Top voted priorities by categories

It is important to note that all appropriate priorities identified by members of the community participating in CCS are important. It is, therefore, important to consider priority data in a separate way. The following table summarises the top-voted priorities for each of the ten categories.

TOTAL VOTES	PRIORITIES
	Communication and awareness
5	Adequate signage and public awareness campaigns regarding presence and protection of local koalas
4	Increase public knowledge on preserving their habit
3	Advertising, social media, local news etc - so it isn't seen as a 'fringe' issue
	Development
19	Stop land clearing and new developments in known koala habitats and wildlife corridors
14	Re-route the inland rail to save the koalas[3*]
8	New residential development in koala habitat to meet minimum design requirements (veg retention, fencing, covenants on pet ownership etc)
	Domestic and feral animals
4	More community buy in where koalas live to keep dogs indoors.
3	Manage pets to ensure koala safety[4]
2	More control of feral animals i.e. pest management[3]
2	Control wild dogs[2]
2	Fines or pay medical from dog attacks

PRIORITIES

TOTAL VOTES	PRIORITIES
	Education
6	Educate our community about populations and habitat[2]
4	Implement education programs about koalas and wildlife in schools[4]
4	Community education about the importance of koalas in the ecosystem and how everyone can help
	Funding
6	Fund tree plantings urgently and habitat restoration projects and save more green
4	Ensure government helps with $$
3	Funding for rehabilitation of injured/sick koalas
	Koala habitat
12	Implement the three "Rs" Retain - Rehabilitate and Revegetate (reduce habitat loss)
11	Identify priority areas for habitat restorations, ideally with connectivity to existing high value koala habitat areas
10	Use cultural burning techniques learned from local Custodians of the land - devastating bushfires are occurring because Cultural burning has stopped. We need to learn from the local Custodians of the land how to manage the land
	Political
9	The legislation which is so complex that even the State struggles to interpret it. It is managed by three different departments which each have their own legislation. Keep the legislation within one department. That way people have a better chance of complying with it
9	Lobby State Government to extend SEQ development controls into Toowoomba
6	Extend the SE Qld Zone all across the Toowoomba Regional Council[6]
6	Ensure habitat is protected and fines are substantial for clearing i.e. imposed when rules are broken

PRIORITIES

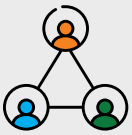
TOTAL VOTES	PRIORITIES
	Research
4	Koala census within Toowoomba region to pinpoint and prioritise areas hosting koala populations[2]
4	Survey ALL areas to find where koalas are & have been
3	Promote the recording of all koala sightings on appropriate database or hotline[3]
	Stakeholders
7	Supporting the wildlife carers and groups in the area that rescue and rehabilitate them[8]
5	Encourage landholders to plant and keep koala habitat trees on their properties[4]
4	Coordinate efforts across Federal, State and Local governments, NGO's and residents to achieve better conservation outcomes[2]
4	Community engagement with landholders to increase awareness of and participation in actions that support koala conservation on their property
	Traffic management
9	Put in place safety measures along roads in koala habitat areas to protect the koalas from being hit by cars[8]
4	Mitigate road deaths by providing over or under road crossing opportunities[9]
1	Encourage safe driving around populated areas to prevent road fatalities
1	Drive slower and look out for wildlife near/on roads especially at dawn and dusk
1	Reduce speed limits in areas where there is high animal movement

PRIORITIES

TOTAL VOTES	Other
5	Koala sanctuary in our region[3]
3	Controlled burning of country
3	Continuous community engagement activities to change peoples' behaviour especially with co-existing with koalas including dog ownership and driving in koala habitat areas
3	Have a hot line to call when tree clearing is occurring so spotter can save the koalas

*Represents total number of priorities merged, e.g. Koala sanctuary in our region[3] = A total of 3 priorities submitted represent this idea.

Co-designing solutions



4 groups with diverse stakeholder representation provided solutions using the action map as guidance

Groups focused on solutions that can be applied in response to the action map generated

This was not an exhaustive discussion due to time limitations experienced in the workshop and is to be considered as initial thoughts only

Summary of ideas

Improve understanding of core koala priority areas

- Employ existing techniques to understand where koalas are living in the Toowoomba region.
- Drawing from the improved understanding of core koala priority areas efforts are needed to maintain existing koala habitat, improve connectivity between koala habitats and support important riparian zones.
- Traditional burning practices were viewed as an important activity to support koala habitat given flames do not extend to tree canopies when performing traditional burning practices.

Simplify koala legislation

- The legislation is too complex, and people do not understand what to do. It needs to be simplified and assistance should be provided to help people navigate the legislation.
- Native vegetation overlays koala legislation. This needs to be simplified.
- It needs to be easier to pay fines and there should be a higher penalty.
- Provide clearer maps and up to date information (some maps are over 100 years old).

Connect community

- Improve community understanding of actions they can take if they see sick or distressed koalas. People don't understand who to call and they want to hear back if they report a koala.
- Improved communication and awareness within the Toowoomba community regarding what number to call if you want to report a sick or injured koala.

Lobby State Government

- Lobby State Government to include Toowoomba in the SEQ planning region.
- Petition State Government for action/change.
- Raise conversations at Environment Advisory Committee (EAC).
- Create ground swell in local community.
    - In order to lobby or petition State Government, community needs to be educated on the issues.
    - Engage high profile people to speak about koalas and key issues to educate community – A high profile koala champion.
    - Engage national not for profits (e.g. Australia Koala Foundation, Jane Goodall Institute) and local organisations and carers (e.g. RSPCA, KLAWS).
    - Utilise social media, ABC National Southern Radio, Channel 7 to spread messages.

Workshop feedback

Likes

- Very interested in the action mapping process. Variety of stakeholders. Good participation probably due to good atmosphere.
- I was being able to share my frustration with others who understood my frustration (not what you expected I'm sure).
- Diversity of the participants.
- Interactive and a great opportunity to network within the Toowoomba conservation community.
- The Griffith team did an excellent job in inviting a broad range of stakeholders with a diverse set of opinions and technical experience in the field of conservation/koalas. The activities worked well and the workshop materials were exactly what was required.
- Seeing all of the responses printed on the wall.
- The opportunity to assist with conservation of koalas with a broad involvement of the community.
- Morning tea!

Criticism

- I think the items were a bit repetitive. Maintain habitat was a bit to broad but I chose it thinking it encompasses everything but for the action mapping, it was hard to use. But the other habitat statements were very hair splitting, so I was worried they were not going to get voted up. I am sure people were putting more than one of their votes on a single item :)
- It was evident at times that the researchers did not have the technical working knowledge of the legislation and provisions in place. It would have been beneficial to have a third-party ecologist/ environmental planner with a working knowledge of the provisions and legislation to explain and answer specific questions.
- Not knowing the details of the mapping exercise prior to the workshop. Not a major issue though.
- The problems with the choices was confusing; and the text on the screen was too small.
- We never finished the last task, just handed in the butchers' papers.

Questions

- Given disease, habitat destruction, dogs and hit by car are the main causes of koala deaths. I am not sure how 2 of these priorities didn't really make it into the top priorities to be addressed. Not sure how we are now meant to proceed?
- Did the workshop provide any new information?
- I hope they will be answered when you send out the summary report of the process and outcomes.

Ideas

- Fewer items (I know that it's hard) but some were repetitive or too broad to actually be effective for this process. And maybe more stakeholders voting?
- I still think that you would be able to have much more productive time if you simply got people to asterisk the points that they thought were most important. I realise that this is more work for your side at the end, but you would be able to make more use of all of those significant people's time.
- Better visibility - some of the content was hard to read when projected on the screen or even printed.
- Maybe having a greater number of participants would give a better representation of the key issues when narrowing down the options.
- Reduce the 'discussion' time for each person during the process of getting 12 people to agree.

Acknowledgments

Project working group attendees

Jenny Withnall, Darling Downs Environmental Council
Matthew Harding, Department of Environment and Science
Mitch Hiscock, Toowoomba Regional Council
Peter Sparshott, Department of Transport and Main Roads
Theresa Tickell, Pittsworth Landcare
Trish Leehong, Wildlife Rescue, Rehabilitation and Education Centre
Vanessa Gorecki, ARTC Inland Rail

CCS Workshop attendees

A. Prof. Peter Murray, University of the Sothern Queensland
Christine Burke, West Toowoomba Veterinary Surgery
Elizabeth Reed, Toowoomba Regional Council
Geoff Lundie-Jenkins, Department of Environment and Science
Greg Baxter, University of the Sothern Queensland
Jeanette Abbey, Toowoomba Region landholder
Jenny Withnall, Darling Downs Environmental Council
Kev Loveday, Pittsworth Landcare
Lynette Prince-Large, Creative Planning
Matthew Washington, Bunya Peoples' Aboriginal Corporation
Matthew Harding, Department of Environment and Science
Megan O'Hara Sullivan, Toowoomba Regional Council
Peter Sparshott, Department of Transport and Main Roads
Shannon Bauwens, Bunya Peoples' Aboriginal Corporation
Theresa Tickell, Pittsworth Landcare
Trish Leehong, Wildlife Rescue, Rehabilitation and Education Centre
Vicki Battaglia, Toowoomba Region landholder

Thank you for your valuable contributions
throughout the project.

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Funded by
Queensland Government
Griffith UNIVERSITY
Queensland, Australia
Social Marketing @ Griffith

Hi Dr Kerry Schott AO,

THEME 4 - The effectiveness of ARTC's community and stakeholder engagement processes, including ARTC's approach to addressing community concern
Submission to the Independent Review of the delivery of the Inland Rail Program.

CONCERNS ABOUT THE IMPACTS ON KOALAS BETWEEN NSW BORDER AND GOWRIE BY INLAND RAIL

Actual observation of koalas in trees and the presence of their droppings (scats) under trees indicates that the area - particularly between Millmerran and Gowrie (with emphasis on the Yarranlea area), is preferred habitat for them.

There were several submissions made to the OCG about Koalas in this section see attached "ocg koalas.pdf" - the most comprehensive one being from Pittsworth Landcare.
All these submissions were scathing in their condemnation of the indifferent way in which ARTC presented **CHAPTER 10 (Flora and Fauna)** of their EIS.

In terms of indicating where koalas were in the 216 km from the NSW border to Gowrie, maps were illustrated (attached) from pages 73 to 76 of Chapter 10 and there were only TWO indicators showing koala sightings in all this distance. These 2 locations were shown on page 76 and indicated koalas south of Pittsworth and north of Southbrook at Chainages 170 and 183 respectively.
The altogether woeful inaccuracy of this has been challenged by many koala scientists and carers - including Olivia Woosnam and Elizabeth Reed from the Toowoomba Regional Council - who have sighted koalas in the Yarranlea area and have collected scats for DNA testing.

In terms of habitat issues, EIS Chapter 10.9.7 - **Habitat Fragmentation** - on page 119 states - "In some instances, the Project may not result in significant fragmentation of populations identified as relevant to the area given the capacity of some species to disperse widely across the landscape (eg. Koalas) ".
This sentence on this so-called "capacity" of koalas totally ignores the fact that the key issue for the survival of koalas is CONNECTED HABITAT and the above refers to "fragmentation of populations" - the koalas themselves! Inland Rail will fragmentate the habitat areas and sever these essential habitat connections.

On the same EIS page as above, Chapter 10.9.8 - **Barrier Effects**, states in very similar wording - "In some instances, the Project Infrastructure/Works may not present a barrier to populations identified as relevant to the area, given the capacity of the species to disperse widely across the landscape (including heavily disturbed areas) and use Project Infrastructure (such as culverts) (eg, Koalas)."
Again, the EIS presumes that this "capacity" of Koalas to migrate from place to place may NOT be inhibited by the presence of an interstate, high - speed railway with embankments of up to 16 m high and cuttings to a depth of 27 metres. ARTC have also suggested (above) that Koalas

may, in fact, "use" IR culverts to expedite their migration from one side of the railway to the other.

EIS Chapter 10.12.1 - **Significant Residual Impact Assessment - (**found on Page 172) lists Koalas in Table 10.39 as being subject to "likely significant residual impact". So, there is direct admission by ARTC in their EIS that Inland Rail will have an ongoing deleterious impact to Koalas in this area.

It is critical to acknowledge that there are many more issues with the survival of Koalas impacted by Inland rail than those listed above.

ACKNOWLEDGEMENT OF KOALAS
ARTC have, since the rejection of the EIS of B2G by the OCG, attempted to gain information from Pittsworth Landcare about the exact location of koalas along the proposed rail corridor. Six members of ARTC and/or their environmental consultants have attended two Landcare meetings in late 2021.
ARTC also conducted a meeting at Southbrook Hall on 27 April 2022 as well as employing consultant Dr David Dique from ERM (Environmental Resources management) to prepare a Koala Management Plan (KMP). This meeting was an "invitation only" proceeding and attendees were informed that the meeting was to consider "existing threats" to koalas in the area. Subjects such as bushfires and vehicles were discussed, but any audience enquiries about mitigation options were cut short and unanswered.
Pittsworth Landcare have expressed willingness to share their data on location of Koalas and scats plus the results of DNA testing done by Monash University. The group has also volunteered to accompany any field activity that ARTC conducts to assist in scat collection. There has been no reciprocal attempt by ARTC to share any of their data with Landcare and there has been total reluctance by ARTC to accept the offer to assist in ant koala spotting or scat collecting.

ENDANGERMENT
It is very important to recognize that the EIS for Border to Gowrie was written when Koalas were classified as being "threatened". **THEY ARE NOW CLASSIFIED AS ENDANGERED !**

Appendix L of the EIS addresses **Matters of National Environmental Significance (MNES).**

This appendix states the following definition for **ENDANGERED SPECIES - "Species facing a very high risk of extinction in the wild in the near future, as determined in accordance with the prescribed criteria".**

Chapter 8.3.1 of Appendix L **- Critically Endangered and Endangered Fauna Species -** states the following clear explanation of how the classification of "Endangered" is designed to protect species from actions which are of vital concern to their future survival -
"Under the guidelines, an action is likely to have a significant impact on a Critically Endangered or Endangered species if there is a real chance of a possibility that it will -

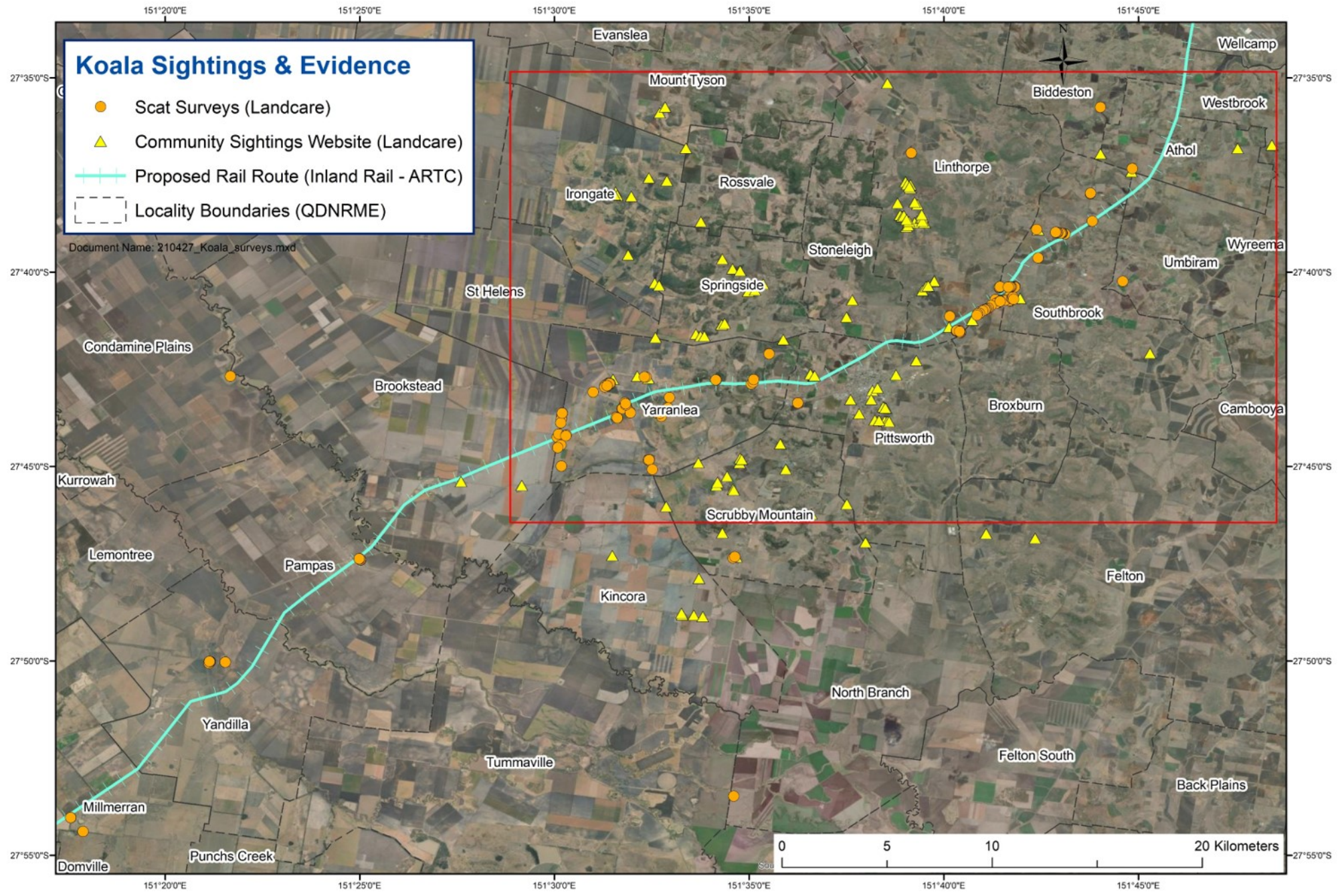
- Lead to long term decrease in size of population
- Reduce the area of occupancy of the species
- Fragment an existing population into 2 or more populations
- Adversely affect habitat critical to the survival of the species
- Disrupt the breeding cycle of a population
- Modify, destroy, remove, isolate, or decrease the availability or quality of habitat to the extent that the species is likely to decline
- Interfere with the recovery of the species."

It should appear patently obvious that the above vital concerns have been carefully and thoughtfully listed and how they are now totally appropriate to our Koalas.
The construction and on-going operation of Inland Rail through recognized areas of Koala habitation WILL, undoubtedly, mean that the above concerns will become tragic realities.

Please find attached a letter of concern from the Jane Goodall Foundation which specifically lists the Yarranlea koalas . "Dr. Goodall's Open Letter to Southeast Queensland_.docx"
Also, please find attached "toowoomba koala priorities ccs report.pdf" the results of a Creating Collective Solutions (CCS) conducted by the Griffith University on issues about Koalas in the Toowoomba Region - in which respondents declared that Inland Rail being built through koala habitat was SECOND in their list of concerns about the future of koalas in this area.
Attached also is a submission from myself to the Office of the Co-ordinator General, Queensland (OCG)in response to the B2G EIS published in 2021

Kevin Loveday- [redacted]

I confirm that this submission and its attachment can be uploaded and made public


Koala Sightings & Evidence
Scat Surveys (Landcare)
Community Sightings Website (Landcare)
Proposed Rail Route (Inland Rail - ARTC)
Locality Boundaries (QDNRME)
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Southbrook
Condamine Plains
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Broxburn
Cambooya
Pittsworth
Kurrowah
Scrubby Mountain
Lemontree
Pampas
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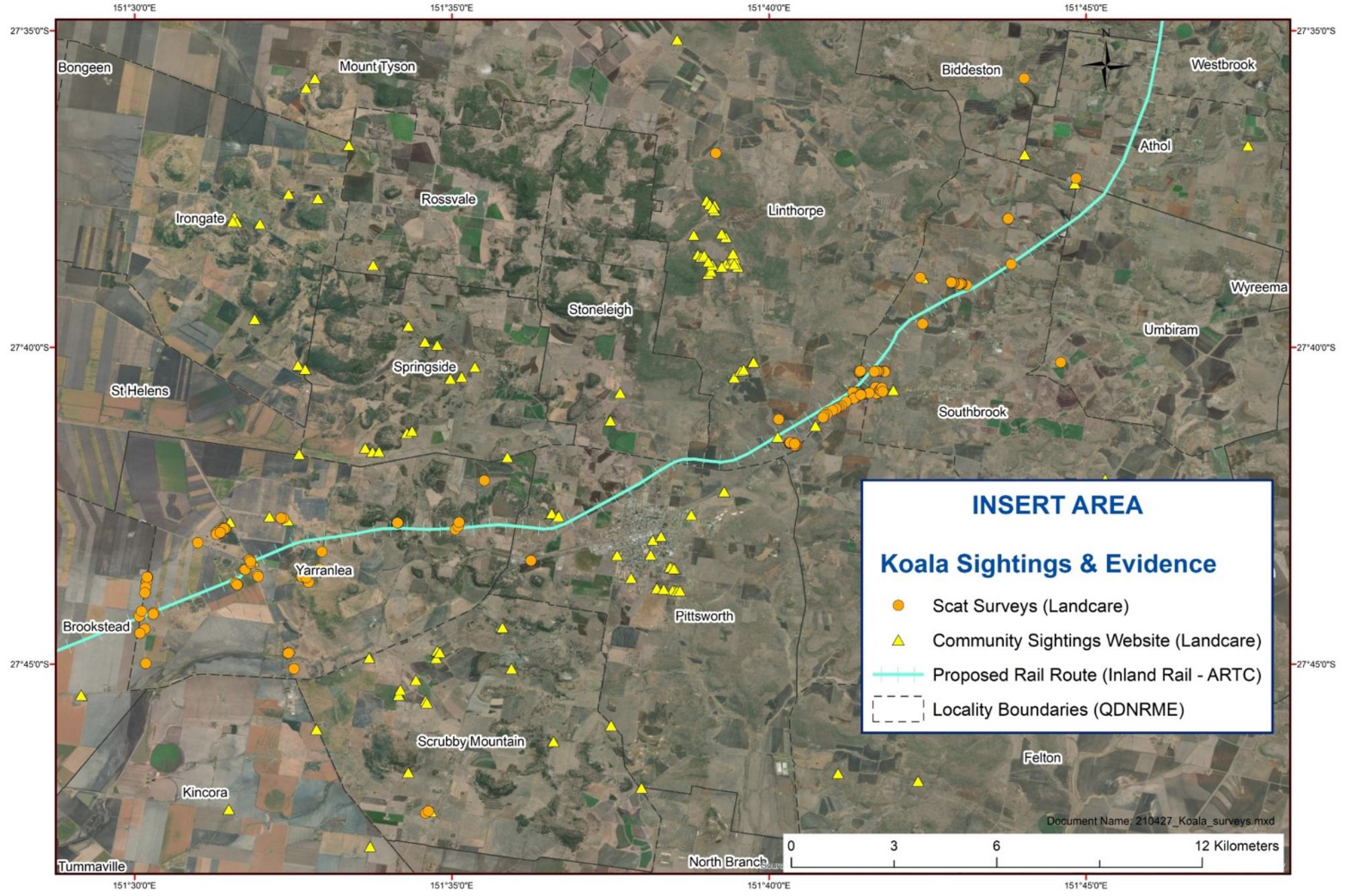
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Irongate
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Stoneleigh
Umbiram
Springside
St Helens
Southbrook
Yarranlea
Brookstead
Pittsworth
Scrubby Mountain
Felton
Kincora
Tummaville
North Branch
INSERT AREA
Koala Sightings & Evidence
Scat Surveys (Landcare)
Community Sightings Website (Landcare)
Proposed Rail Route (Inland Rail - ARTC)
Locality Boundaries (QDNRME)
Document Name: 210427_Koala_surveys.mxd
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Jane Goodall Institute Australia

An open letter of support for the koalas and wildlife of Southeast Queensland from Dr Jane Goodall

To the dedicated people and wildlife carers in the Crow's Nest and Yarranlea areas of Queensland who work tirelessly to protect and conserve koala habitat and who rescue and rehabilitate koalas and other wildlife effected by increasing urban development and tree clearing. You are the ordinary people doing extraordinary things often in the face of extreme odds, I thank you.

To the local council and developers, my hope is that you will consider the impacts of tree clearing on wildlife in future developments and seek to work alongside nature by maintaining connectivity through treed wildlife corridors, and urban forest areas.

To the local, state and federal governments and policymakers, I urge you to strengthen environmental laws to protect existing koala populations and habitats. Government-approved land clearing for development projects actively undermines koala conservation efforts. Without koala habitat, there is no koala.

To the Queensland Roots & Shoots team, please continue your work with local communities and with young people on making a difference and giving hope through creating awareness, by education, and by engaging with everyday people.

Every tree matters and time is running out; we must begin to connect head and heart. If we cannot find a way then all will be lost and native fauna, such as the koala, will become extinct, the tragedy will be that we allowed it to happen on our watch. It is time to work together for our future and for our children's future.

Kind Regards,

Jane Goodall

Dr. Jane Goodall, DBE,
Founder of the Jane Goodall Institute &
UN Messenger of Peace

Jane Goodall's roots & shoots