



We deliver.

# We are Australia's largest rail freight operator.



We transport more than 250 million tonnes of Australian commodities each year.



We are a top 100 ASX-listed company with a market capitalisation of more than \$9billion in 2017.



We are an integrated above and below rail supply chain operator and developer.



We employ more than 4,500 people at more than 160 operational sites across Australia.

# We manage Australia's largest export coal network.

## KEY NETWORK FACTS

|                              |                         |
|------------------------------|-------------------------|
| Mines                        | 50+                     |
| Above rail haulage operators | 4                       |
| Services per day             | 80+                     |
| Coal moved each year         | +225mt                  |
| Coal sub networks            | 4                       |
| Ports                        | 3                       |
| Export terminals             | 5                       |
| Control centre               | 1                       |
| Track                        | 2,725 km                |
| Sleepers                     | 4.4 million             |
| Rail (length)                | 5,426 km                |
| Turnouts                     | 1,004                   |
| Electrified track            | 2,000 km                |
| Culverts/bridges             | 3,809/337               |
| Level crossings              | 768                     |
| Track circuits               | 3,772                   |
| Optical fibre                | 2,412 km                |
| Land area footprint          | 131,000 km <sup>2</sup> |

## Central Queensland Coal Network (CQCN)



## LEGEND

- City/town
- Power Station
- Coal Export Terminal
- Goonyella Coal Rail System
- Newlands Coal Rail System
- Blackwater Coal Rail System
- Moura Coal Rail System









### LEGEND

- Railway location
- CQCN Rail Centreline
- QLD Rail Network
- Cadastre
- Queensland Waterways for Waterway Barrier Works - Streams
  - 1 - Low
  - 2 - Moderate
  - 3 - High
  - 4 - Major
- Protected Plants Flora Survey Trigger Areas
- Regional Ecosystem, Remnant
  - Category AB, containing endangered
  - Category AB, containing endangered and is S20AH
  - Category AB, containing of concern
  - Category AB, containing of concern and is S20AH
  - Category AB, least concern
  - Category AB, least concern and S20AH
  - Category AB, remnant
  - Category C, containing endangered
  - Category C, containing of concern
  - Category C, least concern
  - Category C area regrowth
- Non-remnant
- Water
- Area not categorised
- Protected Areas

### Notes

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.



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## Routine Management

Effective management of vegetative regrowth is essential to ensure the safe and reliable functioning of the rail network, the protection of assets and the safety of workers and the general community at level crossings.

This includes, but is not limited to, improving sight distance visibility of trains and maintenance vehicles, maintaining visibility of signals, preventing damage to overhead electrical equipment, reducing bushfire hazards, and protecting and facilitating maintenance of rail infrastructure.

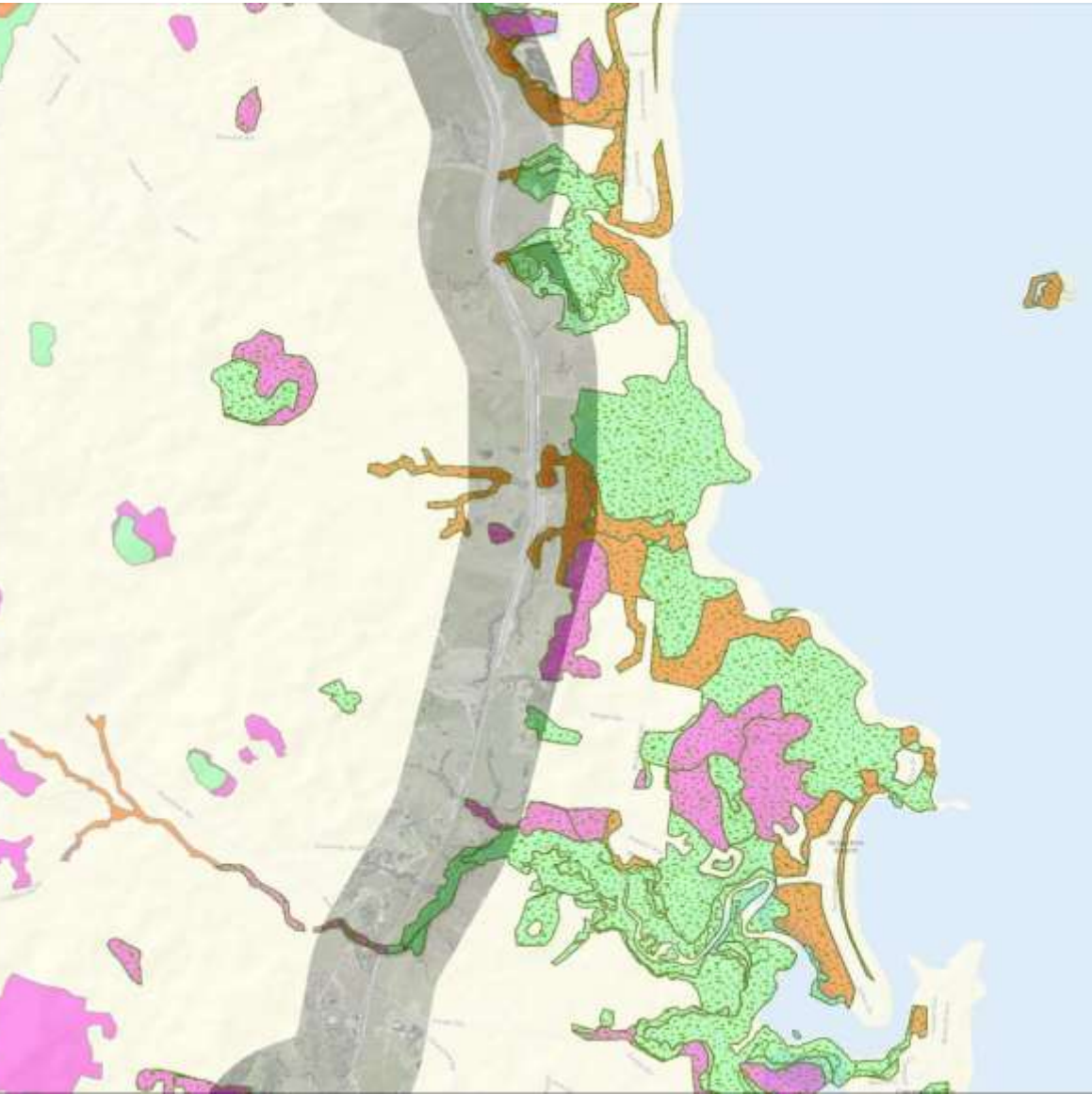
Routine management of vegetation is ongoing and is scheduled throughout the year (with increased frequency in the wet season) and can be comprised of lopping, clear felling, slashing, herbicide application and, occasionally, controlled burning. The type of routine management is often dictated by accessibility caused by undulating geography, waterways, soils, weather and the narrow confines of the corridor.

Management of vegetation within and external to the corridor is subject to a number of statutory legislative controls, at the Commonwealth and State Government levels, which regulate clearing activities. Whilst Aurizon is largely exempt from these provisions within the rail corridor, such exemptions do not exist external to the corridor.

Aurizon's vegetation management activities are managed in a manner that minimises adverse impacts to the adjoining ecological and conservation values:

- Due diligence investigations (desktop, fieldwork)
- Baseline surveys (weeds) – pre & post works
- Clear communication to employees and contractors





## **Land Based Offsets**

- Historically, expansions of existing rail corridors have posed administrative challenges to offsetting impacts associated with clearing regulated vegetation.
- Legislation in QLD does not permit more practical land based outcomes which benefit local ecological values (e.g. rehabilitation of waterways, improving corridors, reducing invasive plants etc.).
- Financial offsets (under QLD legislation) reduce time required to achieve compliance. There remains significant disparity between State and Commonwealth vegetation offset policies which can frustrate both timely delivery of infrastructure projects, and beneficial ecological and conservation outcomes.

