



SUSTAINABLE RAILWAYS OF THE FUTURE

HOW IS THIS A BETTER OPTION THAN ROAD

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Program Environment Manager – Inland Rail

5 JUNE 2019

SUSTAINABLE RAILWAYS OF THE FUTURE

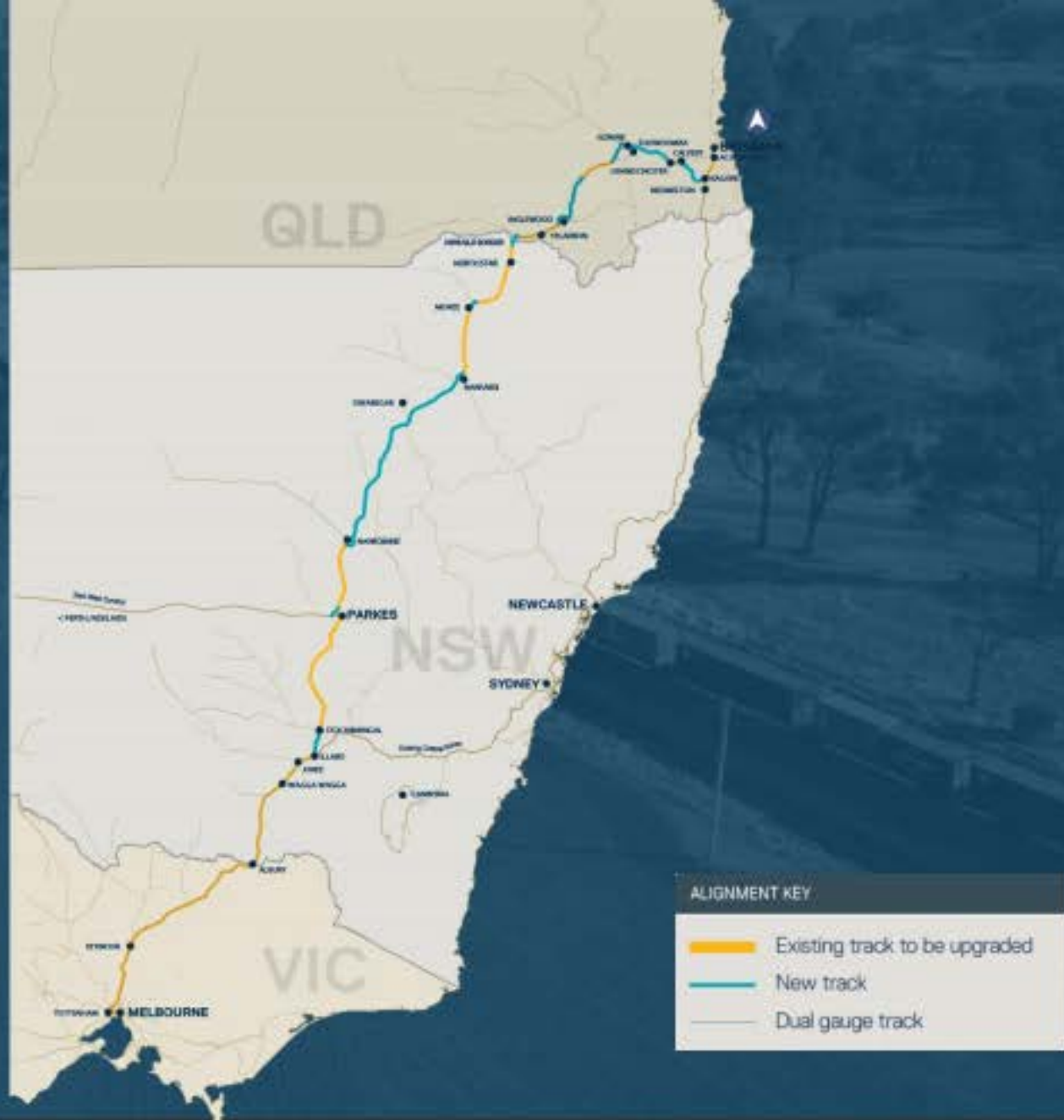


INLAND RAIL

Transforming the way we move freight around the country



Creating a new reality for Australia



INLAND RAIL: THE SOLUTION TO AUSTRALIA'S FREIGHT CHALLENGE

■ CONNECTED

■ FAST

└ Straight and flat



MELBOURNE
TO BRISBANE

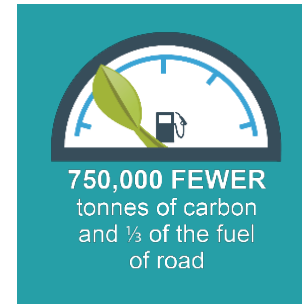
INLAND RAIL: THE SOLUTION TO AUSTRALIA'S FREIGHT CHALLENGE

■ RELIABLE

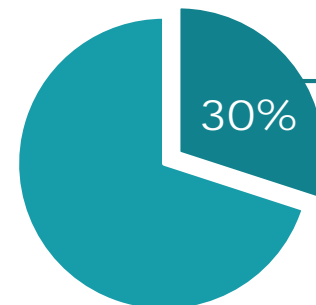
└ 98%



Safer, less congested roads



■ BENEFICIAL

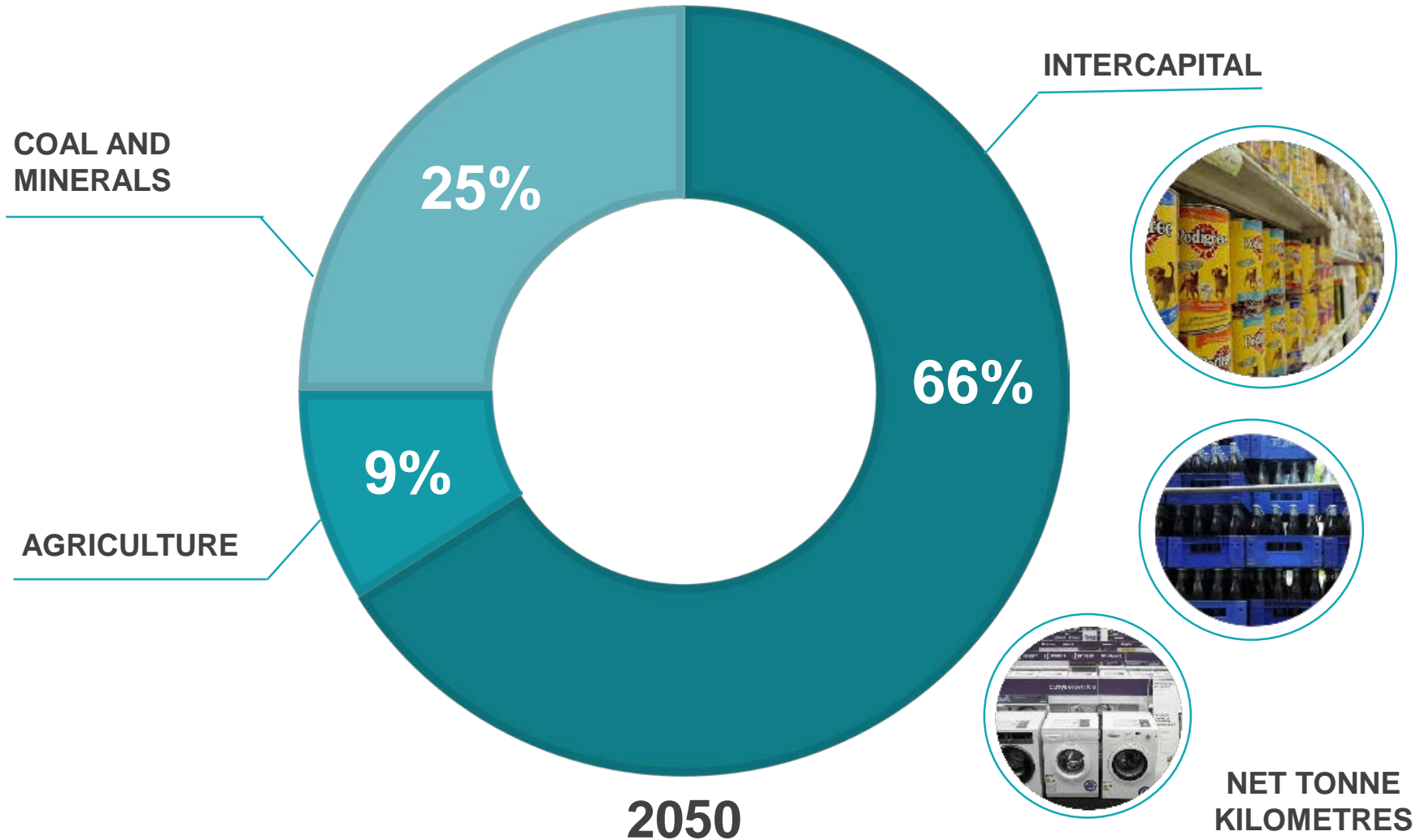


COST REDUCTION
COMPARED TO TRUCKS

16,000 JOBS

\$16 BILLION IN ADDITIONAL ECONOMIC BENEFITS

WHAT TYPE OF FREIGHT ARE WE MOVING?



Intercapital freight is the fundamental driver

Inland Rail Vision:

A more prosperous Australia with a world-class supply chain based on a fast, safe, reliable, connected Inland Rail.

We will plan & build this with the support of governments, in partnership with the private sector and hand-in-hand with the community.

SUSTAINABILITY VISION



Create a world class sustainability culture that continually strives to deliver benefits for communities and the natural environment at each phase of program delivery.

SUSTAINABILITY

- Cultural
- Implementation & reporting framework
- Program wide 'excellent' IS Rating

SUSTAINABILITY CULTURE



Leadership



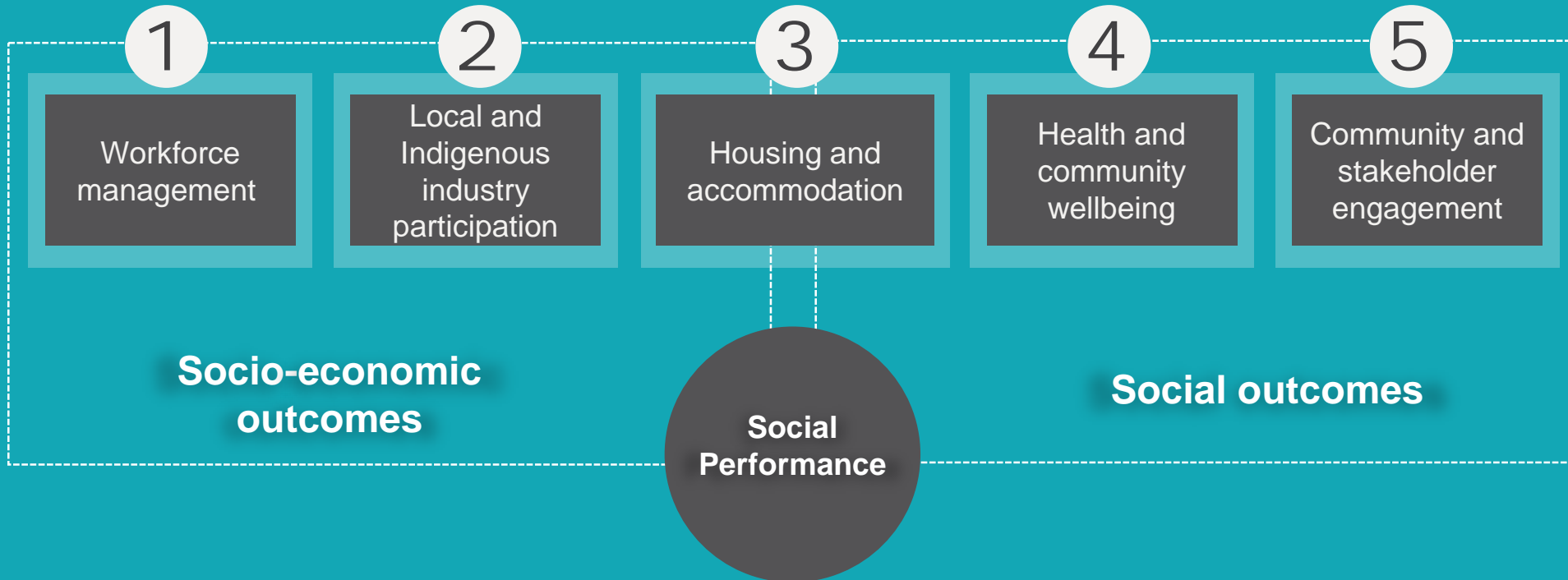
Integration -
Systems and
Processes



Training

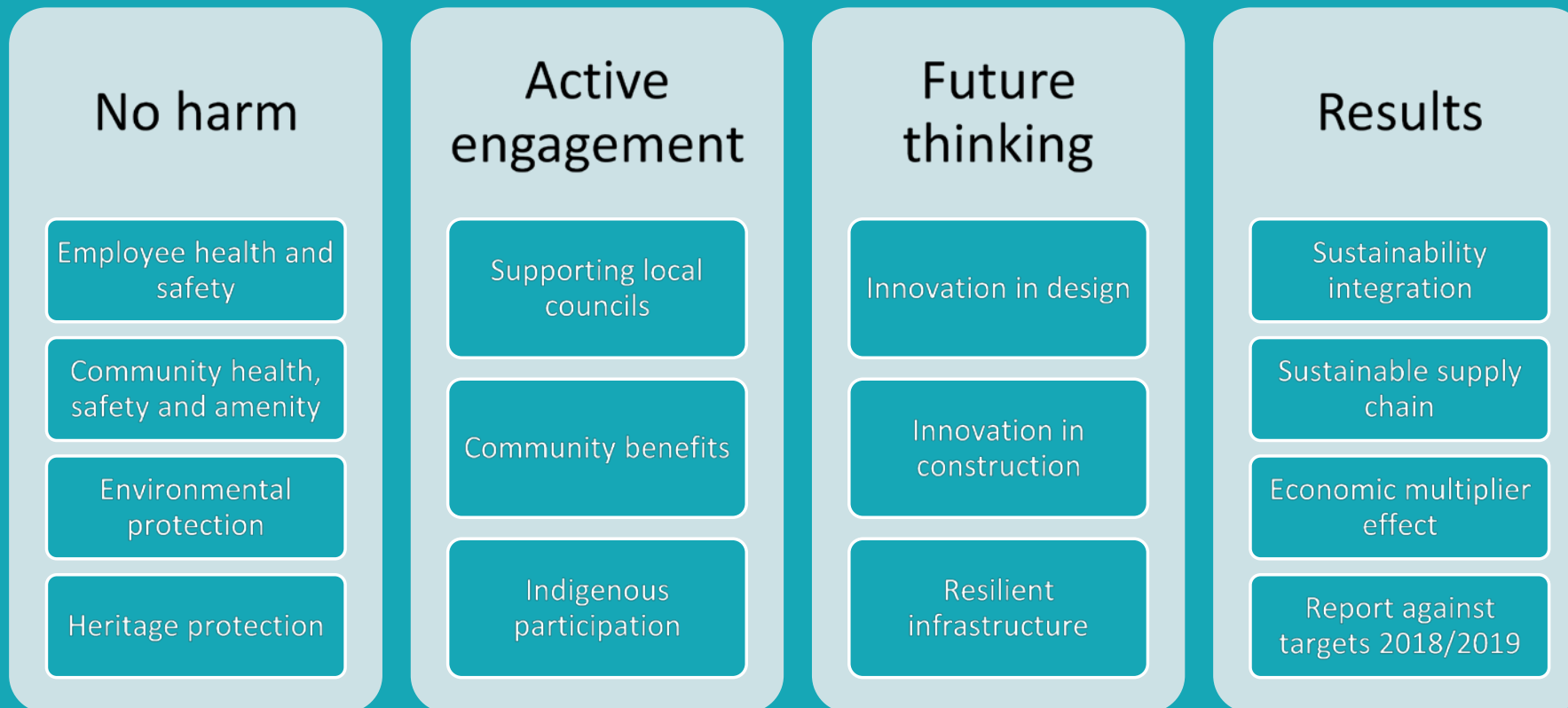
SOCIAL PERFORMANCE PROGRAMME

ARTC recognises its responsibility to deliver and operate Inland Rail with the least social impact possible, while enhancing the benefits Inland Rail will deliver to the people of Australia at both a local and national scale



IMPLEMENTATION AND REPORTING

The first annual environment and sustainability report sets the benchmark for ARTC Inland Rail sustainability program going forward. It is structured according to the four ARTC corporate values.



PROGRAM “EXCELLENT” RATING

ISCA Themes	Categories
Management and Governance	Management Systems
	Procurement and Purchasing
	Climate Change Adaptation
Using Resources	Energy and Carbon
	Water
	Materials
Emissions, Pollution and Waste	Discharges to Air, Land and Water
	Land
	Waste
Ecology	Ecology
People and Place	Community Health, Well-being and Safety
	Heritage
	Stakeholder Participation
	Urban and Landscape Design
Innovation	Innovation
Workforce*	Next version of ISCA (v.2.0)
Economic*	



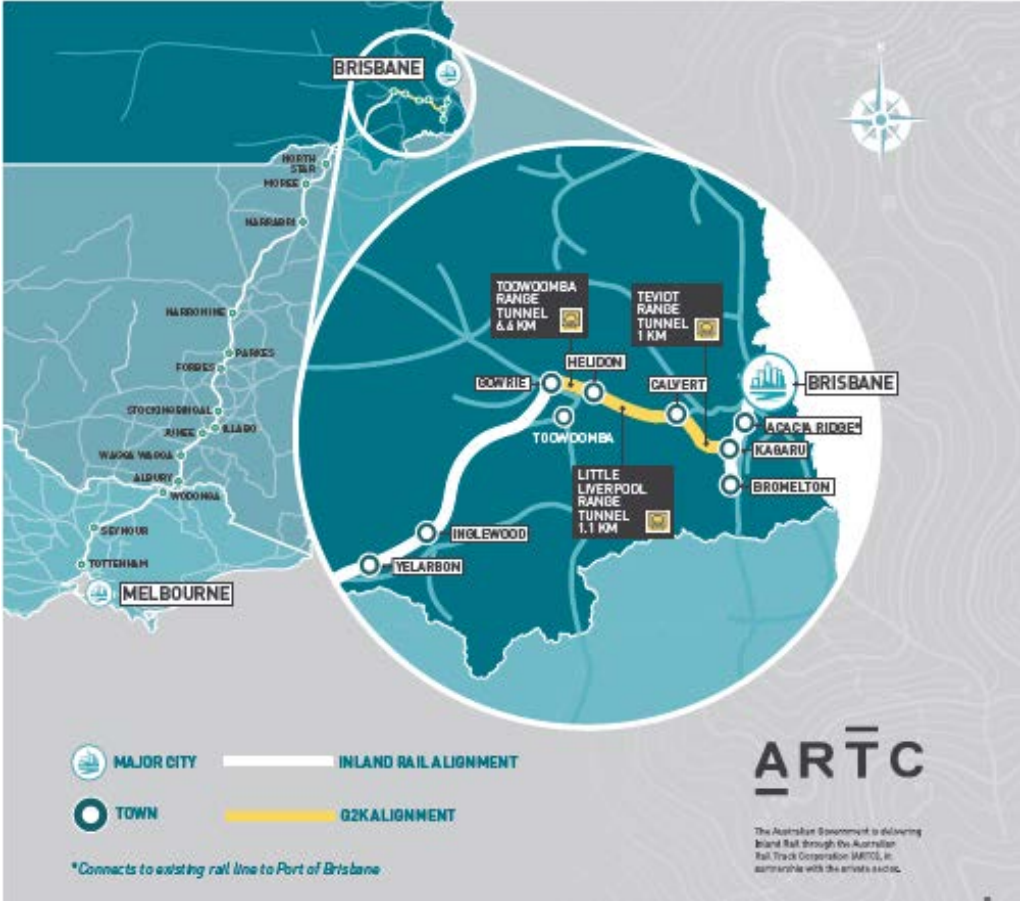
Program Climate Change Risk Assessment Framework

Resilience is the ability of rail infrastructure to absorb shocks & trends such as extreme weather & natural disasters & retain its functionality & structure.

Inland Rail is being designed with consideration of potential climate change risks (risk to business continuity) to ensure its resilience over the next 100 years including:

- Increased demand on &/or failure of power infrastructure
- Increased incidence of extreme heat
- More intense rainfall & flooding
- Structural deterioration, soil subsidence, erosion, movement & cracking
- Increase risk of storm events closing the rail line
- Increase risk of bushfire events closing the rail line

BENEFITS TO QUEENSLAND



Road competitive service

- Each train has the capacity of 110 B-double trucks
- 200,000 truck movements removed from the road each year by 2050



SUMMARY

1. Why

Freight demand
and connected
markets

2. What

Implementation
and reporting

3. Benefits

Positive legacy
for the region
and lessons
learnt

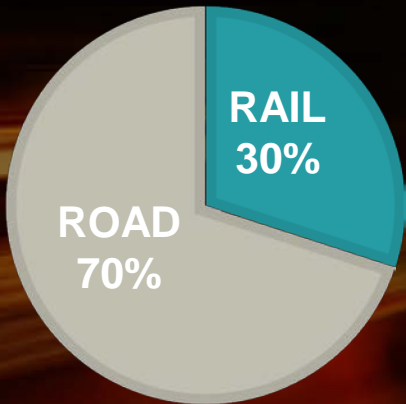
**INLAND
RAIL** 

ARTC

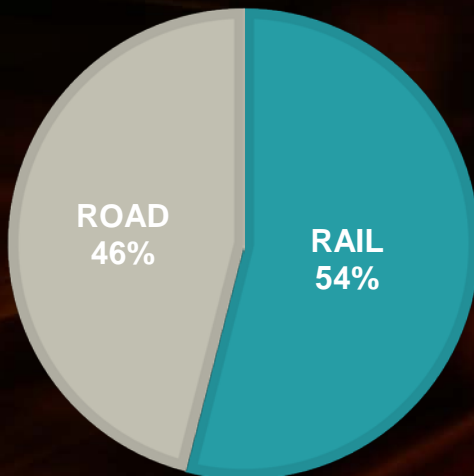
The Australian Government is delivering
Inland Rail through the Australian Rail Track
Corporation (ARTC), in partnership with the
private sector.

THANK YOU

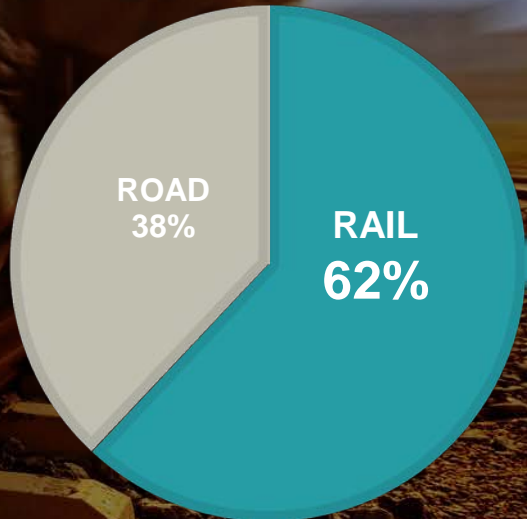
MOVING FREIGHT WITH INLAND RAIL



2015



2030



2050