SUSTAINABLE RAILWAYS OF THE FUTURE
HOW IS THIS A BETTER OPTION THAN ROAD

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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
  - NOW 33hrs
  - FUTURE < 24
  - MELBOURNE TO BRISBANE
- **RELIABLE**
  - 98%
- **BENEFICIAL**
  - Safer, less congested roads
  - COST REDUCTION: 30%
  - 16,000 JOBS
  - $16 BILLION IN ADDITIONAL ECONOMIC BENEFITS

16,000 JOBS
$16 BILLION IN ADDITIONAL ECONOMIC BENEFITS
750,000 FEWER tonnes of carbon and 1/3 of the fuel of road
WHAT TYPE OF FREIGHT ARE WE MOVING?

- Intercapital freight is the fundamental driver
- Coal and minerals: 25%
- Agriculture: 9%
- Net tonne kilometres: 66%

2050
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.
Create a world class sustainability culture that continually strives to deliver benefits for communities and the natural environment at each phase of program delivery.
Cultural
• Implementation & reporting framework
• Program wide ‘excellent’ IS Rating
SUSTAINABILITY CULTURE

Leadership

Integration - Systems and Processes

Training
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.
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 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
MOVING FREIGHT WITH INLAND RAIL

2015
ROAD 70%
RAIL 30%

2030
ROAD 46%
RAIL 54%

2050
ROAD 38%
RAIL 62%