



Sustainability  
Annual Report  
2022

**Towards a  
sustainable future**





# First Nations Acknowledgement

We acknowledge the First Peoples and Traditional Custodians of the land we now call Victoria. We recognise and respect their continuing connection to land, water, and community, and pay respect to Elders past, present and emerging.

We acknowledge that this land was and always will be Aboriginal land.

Regional Rail Revival Shepparton Line Upgrade — Mooroopna Community Event

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# Foreword



As work powered ahead in 2022, Rail Projects Victoria (RPV) continued to build a stronger, healthier, more connected Victoria. Driven by the three pillars of RPV's Sustainability Policy – Environment, Social and Economic – our project teams continued to focus on positive outcomes for Victorian communities as they delivered some of the biggest rail projects this state has ever seen.

Over the past year, we partnered with our construction contractors to maintain a strong focus on waste reduction and material recycling, water efficiency, energy efficiency, and conservation of flora and fauna across our work sites. Together, we have continued to be at the forefront of innovation, implementing several new materials and technologies to enhance the sustainability of our projects.

With many of our projects hitting milestones in 2022, we continued to preserve and celebrate cultural heritage of the areas in which we work. We also continued implementing ecological and habitat development initiatives, to give back to communities and areas affected by our works.

Our projects have continued to aid Victoria's economic recovery by creating jobs and supporting local businesses near our work sites. Through our construction projects, RPV and our contractors are training the next generation of rail infrastructure and construction professionals – with hundreds

of apprentices, cadets and graduates gaining valuable experience through the delivery of our projects.

RPV's Sustainability Annual Report 2022 allows us to reflect on our achievements over the past year as we made great progress on our projects, remaining committed to our sustainability principles.

I am incredibly proud of the role RPV is playing in building a better Victoria through the delivery of our projects.

**Nicole Stoddart**  
Chief Executive Officer  
Rail Projects Victoria



# Introduction

## About Rail Projects Victoria

RPV is a dedicated project team within the Major Transport Infrastructure Authority responsible for the delivery of more than \$30 billion worth of rail projects including the Metro Tunnel and Sunbury Line Upgrade, the Regional Rail Revival, and Melbourne Airport Rail. RPV is responsible for the planning and development of project reference designs, site investigations, stakeholder engagement, planning approvals and procurement, construction delivery, and project commissioning.

We have a skilled team of highly experienced professionals that ensure the objectives of our projects are realised for the Victorian community.



SUNBURY LINE  
UPGRADE





# Projects in procurement







## Melbourne Airport Rail

*Wurundjeri, Bunurong*

Melbourne Airport Rail will connect passengers from Tullamarine Airport to Victoria's metropolitan and regional rail network for the first time. Services are planned to run from the airport every 10 minutes to reach the CBD in around 30 minutes.

More than 30 stations across Melbourne will have a direct connection to the airport via the Metro Tunnel, and passengers from most other stations in Victoria will only need to change trains once.

Trains from Melbourne Airport will connect to Sunshine Station, and in turn, the Metro Tunnel, leading passengers directly to Melbourne's CBD before continuing to the Cranbourne and Pakenham lines. The new rail line from Melbourne Airport to Sunshine will form a key part of the Suburban Rail Loop (SRL) – the new orbital rail line between Cheltenham and Werribee.

Early Works have already commenced on Melbourne Airport Rail. Melbourne Airport Rail will support up to 8000 jobs during construction.

### **Melbourne Airport Rail Sustainability Approach**

In the design and delivery of Melbourne Airport Rail, we aim to achieve ambitious sustainability and carbon reduction targets. We have put in place a robust and comprehensive reporting mechanism, using data visualization tools to engage the wider team on sustainability metrics.


We are leading the industry by reporting against a comprehensive carbon baseline, and reporting on scope 1, 2, and 3 emissions across all Melbourne Airport Rail project packages. This approach allows project teams to integrate carbon management into decision making and track progress towards reduction targets. We are also removing barriers to using recycled materials on the project and encouraging innovation in materials that are low-emission, sustainably sourced and contain recycled content.

As part of our sustainability focus, we are embedding climate change adaptation and mitigation measures early to reduce risk and design our infrastructure to withstand the increasing impacts of climate change. We will report on the project's sustainability outcomes in future reports as it moves into the delivery stage.






# Projects in delivery



Sunbury Line Upgrade — August rail occupation



Warrn Ponds Station construction work





**SUNBURY LINE  
UPGRADE**

## Metro Tunnel Project and Sunbury Line Upgrade

*Wurundjeri, Bunurong*

The Metro Tunnel Project will deliver twin nine-kilometre tunnels beneath the Melbourne CBD and create a new end-to-end rail line from Sunbury in the northwest to Cranbourne and Pakenham in the southeast. The project features five new state-of-the-art underground train stations that will accommodate high-capacity trains. By taking two of the busiest lines on the network out of the City Loop, the Metro Tunnel will create space for more services on other lines across the network.

The Sunbury Line Upgrade will enable new high-capacity trains to travel along the Sunbury line, delivering major improvements to the reliability and frequency of services, and creating room for 113,000 more Sunbury Line passengers every week.

Throughout 2022, both the Metro Tunnel Project and Sunbury Line Upgrade have continued to hit major milestones, including the removal of the Gap Road level crossing in Sunbury in September, and the opening of Anzac Station tram stop in December.





## Overview

The Victorian and Australian governments are investing more than \$4 billion in the Regional Rail Revival program, which is upgrading every regional passenger train line in Victoria as well as the Murray Basin Freight Network. Projects underway in 2022 were the Shepparton Line Upgrade, the Gippsland Line Upgrade, the Warrnambool Line Upgrade, and the South Geelong to Waurm Ponds Duplication.

## Shepparton Line Upgrade

*Wurundjeri, Taungurung, Yorta Yorta*

The Shepparton Line Upgrade will deliver faster, more frequent, and more reliable services, and has allowed modern VLocity trains to travel to and from Shepparton for the first time. The project has enabled 10 extra weekly services between Melbourne and Shepparton and includes platform extensions, level crossing upgrades, a crossing loop extension, as well as signalling, track and stabling upgrades. VLocity trains began travelling on the Shepparton Line in October 2022.

## Gippsland Line Upgrade

*Wurundjeri, Bunurong, Gunaikurnai*

The Gippsland Line Upgrade will create 500 local jobs and deliver more frequent and reliable train services to the growing communities of Gippsland. The project will enable much-needed extra services between the peaks from Traralgon to Melbourne as track duplication, a crossing loop extension and second platforms at stations will provide more opportunities for trains to pass each other.

## Warrnambool Line Upgrade

*Wadawurrung, Eastern Maar*

The Warrnambool Line Upgrade is boosting safety and reliability for train passengers and motorists and will enable VLocity trains to travel on the line for the first time. Stage 1 of the project, which is now complete, delivered a fifth weekday return service between Warrnambool and Melbourne, giving passengers more choice about when to travel. Stage 2, which was in progress throughout 2022, includes upgrades to train detection technology at more than 50 level crossings and a stabling upgrade at Warrnambool.

## South Geelong to Waurm Ponds Duplication

*Wadawurrung*

The Waurm Ponds Station upgrade, which was completed in May 2022, was the first step in the staged upgrades to the Geelong Line. The upgrade included a new platform and more track on the south side of the station allowing trains to pass each other and more Geelong services to operate from Waurm Ponds, a new station forecourt, as well as new and upgraded car parking, and an accessible overpass linking both platforms.





# Sustainability at Rail Projects Victoria

## RPV sustainability vision

“Through our delivery of major projects, we are connecting communities in the healthiest, most sustainable way possible. We will leave a legacy for present and future generations for a more liveable Victoria — environmentally, socially and economically”

Regional Rail Revival Gippsland Line Upgrade — Morwell Station Solar Panels

In 2022, Rail Projects Victoria continued to drive outcomes across these three pillars of sustainability – Environment, Social and Economic. This report provides an overview of our progress for 2022 and outlines our sustainability aspirations for 2023 and beyond.

## Environment

RPV aims to minimise the environmental impacts of our projects and pursue innovative opportunities to reduce harm and maximise benefits. To achieve these goals, we focus on management of:

- materials and waste
- water
- energy efficiency
- ecology and vegetation
- climate change resilience.

## Social

RPV aims to minimise and manage potential impacts of our projects on local communities and identify opportunities to work with the community to contribute positively to the social fabric in the areas we work in. We work to achieve these through:

- cultural heritage
- education programs
- creative programs.

## Economic

RPV aims to contribute to a resilient and prosperous economy that offers opportunities for all. Our initiatives include:

- employment programs
- social procurement.



# Sustainability governance

Rail Projects Victoria's sustainability objectives are supported by internal frameworks, processes and broader policies that sit within the Victorian legislative, policy and regulatory context. Our sustainability vision also aligns with the United Nations Sustainable Development Goals (SDGs).

## Internal Processes

### Sustainability Policy

The RPV Sustainability Policy applies to all the major projects we deliver. We have established a Sustainability Policy and Framework to drive industry-leading sustainability outcomes.

Through our delivery of major projects, we're connecting communities in the healthiest, most sustainable way possible. We'll leave a legacy for present and future generations for a more liveable Victoria – environmentally, socially, and economically.

To achieve this vision, RPV is:

- Optimising the design of projects to ensure they will operate sustainably
- Managing resources efficiently by embedding energy, water and material saving initiatives into the design, construction and operation of the projects
- Avoiding, minimising and offsetting harm to the environment and the loss of biodiversity
- Protecting and conserving the natural environment
- Preparing for the challenges presented by climate change.

The vision and objectives in the RPV Sustainability Policy are directly managed by the Sustainability Team. Interfacing areas such as environmental compliance, social procurement and safety are managed by various other teams across RPV. Each of these teams are guided by their own policies and frameworks, with the Sustainability Team playing a supporting role as appropriate.



RPV Sustainability Framework Focus Areas

## Sustainability Framework

RPV's Sustainability Framework provides guidance for implementing our Sustainability Policy across our programs and projects.

RPV's Sustainability Framework identifies five focus areas to prioritise the achievement of sustainability outcomes on rail infrastructure projects.

The five focus areas include:

- Materials
- Water management
- Energy
- Liveability and legacy
- Climate change resilience.

Each project is required to develop a strategy that embeds RPV's sustainability commitments into project specific actions, objectives, and targets, supported by sustainability management plans. These plans identify the processes required to be followed by our delivery partners to ensure we achieve our sustainability outcomes. The Metro Tunnel Project has specific sustainability targets based on industry leading performance that have pushed the delivery teams to innovate across the project. Regional Rail Revival targets are developed to be specific for each project's scope of works.

## Monitoring performance

RPV reviews progress for each project in implementing their sustainability plans and strategies throughout the delivery phase.

The monitoring program includes:

- collecting and reviewing project sustainability performance reports monthly
- external auditing of processes and systems to provide assurance that sustainability objectives are being met.

RPV projects apply industry rating tools where relevant to set and measure progress towards sustainability targets. These tools include Green Star certification under the Green Building Council of Australia and Infrastructure Sustainability scores under the Infrastructure Sustainability Council rating scheme.



External influences

Rail Projects Victoria’s sustainability vision aligns with five of the United Nations Sustainable Development Goals and sits within a legislative, policy and regulatory context. This broader context helps frame and guide the integration of sustainability across our projects.



United Nations Sustainable Development Goals

Sustainable Development Goals (SDGs)

The SDGs are 17 interlinked global goals that provide a blueprint to achieve a better and more sustainable future by 2030. They address global challenges, including those related to poverty, inequality, climate, environment, prosperity and peace.

Alignment with the SDGs

RPV’s sustainability vision contributes to the following five SDGs:



Goal 8 – Decent Work and Economic Growth

RPV is helping to deliver Victoria’s largest ever rail infrastructure program with more than \$30 billion invested in metropolitan and regional rail projects:

- Our projects create thousands of jobs directly and support local businesses, manufacturers and Victorian suppliers
- We are training the next generation of rail infrastructure and construction professionals, with hundreds of apprentices, cadets and graduates gaining valuable experience
- RPV and its delivery partners engage Aboriginal-owned companies to provide goods and services such as office supplies, traffic management and labour hire services.



Goal 9 – Industry Innovation and Infrastructure

- RPV aims to deliver resilient infrastructure and we are implementing several new technologies to reduce the environmental impact of our projects:
- Our Regional Rail Revival program is upgrading every passenger rail line in Victoria, enabling the use of more modern trains and increasing the capacity and reliability of the network

- International technology such as High Capacity Signaling, and Platform Screen Doors have been adopted on the Metro Tunnel Project to improve the reliability, safety and energy efficiency of rail services for the community
- A trial of renewable, geothermal energy captured inside the Metro Tunnel’s State Library Station’s foundations was tested to provide future opportunities for efficient and cost-effective heating and cooling.



Goal 11 – Sustainable Cities and Communities

- RPV’s rail infrastructure projects contribute significantly to sustainable cities and communities in Melbourne and regional Victoria:
- The Metro Tunnel Project will enable more than half a million additional peak-hour passengers per week across Melbourne’s train network
  - New rail projects and station upgrades will improve access to safe, inclusive, and accessible transport and enhance connection across Melbourne and regional areas
  - The five new stations being built as part of the Metro Tunnel Project are targeting a 5-star Green Star Design and As Built rating.



Goal 12 – Responsible Consumption and Production

- RPV has a major focus on reducing waste generation through recycling and reuse of materials and using water and energy more efficiently:
- RPV’s delivery partners reused, repurposed and recycled waste materials such as glass, plastic, timber, steel and iron, diverting these waste streams from landfill
  - A recycled glass concrete mix was used for the construction of temporary suspended slabs at the Metro Tunnel’s State Library Station, reducing reliance on sand for concrete production and diverting waste glass from landfill
  - Regional Rail Revival installed Duratrak Composite Sleepers, composed of 85 per cent post-consumer recycled plastic instead of sourcing new materials, diverting 17.7 tonnes of plastic waste from landfill.



Goal 13 – Climate Action

- RPV is contributing to Victoria achieving its greenhouse gas emission reduction targets and building climate resilience:
- Our Sustainability Policy commits RPV to connecting communities in the healthiest, most sustainable way possible and to preparing for the challenges presented by climate change.
  - RPV undertakes climate risk assessments and implements adaptation plans to ensure the projects we build are more resilient to the influences of a changing climate
  - RPV uses 100 per cent GreenPower at our head office at 222 Exhibition Street, Melbourne
  - The Metro Tunnel Project aims to reduce the amount of energy required for tunnel lighting including reducing cabling, light fittings and wattage leading to an estimated saving of more than 566 tonnes of carbon emissions annually.



**Policies and Strategies*****Climate Change Act 2022 (Commonwealth)***

The Commonwealth Climate Change Act 2022 outlines Australia's greenhouse gas emissions reduction target of a 43 per cent reduction from 2005 levels by 2030 and a target of net-zero emissions by 2050.

***Climate Change Act 2017 (Victoria)***

The Climate Change Act 2017 is a roadmap to net-zero emissions and climate resilience by 2050. The current targets require emissions to be 28-33 per cent below 2005 levels by 2025 and 45-50 per cent below 2005 levels by 2030. The transport sector plays a significant role in achieving these targets and ensuring Victoria's transport system is resilient to the impact of climate change.

***Victoria's Climate Change Strategy 2021***

Victoria's Climate Change Strategy includes the transport sector emissions reduction pledge which requires substantial reductions in transport sector emissions to support Victoria's target of net zero by 2050.

***Victorian Aboriginal Heritage Act 2006***

The Victorian Aboriginal Heritage Act 2006 recognises Registered Aboriginal Parties (RAP) as the primary guardians, keepers and knowledge holders of Aboriginal cultural heritage. RPV works with RAPs to ensure that transport activities, including construction, appropriately protects Aboriginal cultural heritage.

***Transport Integration Act 2010***

The Transport Integration Act 2010 requires transport agencies to actively contribute to environmental sustainability. This includes minimising transport-related emissions, promoting transport with lower environmental impacts, and adapting to challenges presented by climate change.

***Circular Economy (Waste Reduction and Recycling) Act 2021***

The Circular Economy (Waste Reduction and Recycling) Act 2021 provides the foundation for Victoria's transition to a circular economy. RPV acknowledges that the government has a pivotal role to play in this transition and looks for opportunities to increase the use of recycled materials in construction projects.

***Recycled First Policy 2020***

Victoria's Recycled First Policy requires the construction sector to incorporate recycled and reused materials in new projects. This includes a requirement to report on the types and quantities of recycled products used on infrastructure projects. Implementation of the policy supports Victoria moving to a more circular economy and the establishment of new Victorian businesses supplying more sustainable materials.

***Other relevant driving policies, frameworks and legislation***

- The Environment Protection Act 2017 describes Victoria's prevention-based approach to environmental protection and the General Environmental Duty requires businesses to manage risks of harm to human health and the environment.
- The Victorian Social Procurement Framework details principles including supporting direct and indirect purchases of goods, services and construction from Victorian social enterprises, Victorian Aboriginal businesses and other social benefit suppliers.
- The 2018 National Waste Policy provides a framework for waste and resource recovery in Australia and principles to enable the transition to a circular economy.



Gippsland Line Upgrade — Bunyip Station raingarden



# Environment

Rail Projects Victoria aims to minimise the environmental impacts of its projects and continue to improve the way it manages materials and waste, water consumption, energy, ecology and vegetation and climate change resilience.

Metron Tunnel Project — Parkville Station works



## Climate Change Resilience

RPV undertakes climate risk assessments for all projects to ensure we plan for the challenges presented by climate change. These challenges include an increase in extreme rainfall events, increased carbon in the atmosphere, increasing instances of fire weather conditions, and more frequent heatwaves. As part of the risk assessment process, adaptation measures are implemented to ensure that the projects RPV builds are more resilient to the influences of a changing climate.

RPV will report on its climate change resilience program in 2023 as we continue to expand the scope of our reporting.





## Materials and Waste

RPV projects track material use and waste production against industry leading targets. This activity supports Victoria's move towards a circular economy. Key sustainability metrics that are tracked include recycled materials (and reduction in the use of virgin materials), construction waste, office waste and soil diverted from landfill, reduction in Portland cement and the use of responsibly sourced steel<sup>1</sup>. Sustainable improvements modelled for operations and tracked in construction are compared to a baseline of the project implementing contemporary industry standard practices<sup>2</sup>. This helps track how our projects have performed.

### ***Metro Tunnel Project: Tunnels and Stations***

- 52% reduction in Portland cement, on track to exceed the project target of 36%
- 24% reduction in carbon emissions from materials used, on track to exceed the project target of 15%
- 90.8% of inert and non-hazardous waste diverted from landfill, on track to exceed the project target of 90%

### ***Metro Tunnel Project: Rail Network Alliance***

- 44% reduction in Portland cement, on track to exceed the project target of 36%
- 21% reduction in carbon emissions from materials used, on track to exceed the project target of 15%
- 94% of inert and non-hazardous waste diverted from landfill, on track to exceed the project target of 90%

### ***Murray Basin Rail Project***

- 93% of inert and non-hazardous waste diverted from landfill
- 99.8% of steel sourced from ACRS suppliers
- Replacement of 48,992 tonnes of virgin material with recycled products, including concrete, steel, plastic and other products.
- 805 tonnes of embodied carbon emissions reduction in materials

### ***Gippsland Line Upgrade***

- 94% of inert and non-hazardous waste, and diverted from landfill 38% of office waste diverted from landfill
- 1484 tonnes of virgin cement replaced with recycled material
- 90.6% of steel sourced from ACRS suppliers, on track to exceed the project target of 80%

### ***Shepparton Line Upgrade***

- 26% reduction in Portland cement across the project, on track to exceed the project target of 15%
- 98% of steel sourced from ACRS suppliers, on track to exceed the project target of 80%
- 100% of spoil, 86% of non-hazardous waste, and 47% of office waste diverted from landfill

### ***Sunbury Line Upgrade***

- 99% of inert and non-hazardous waste diverted from landfill
- 182m<sup>3</sup> reduction in Portland cement across the project

### ***Warrnambool Line Upgrade***

- 85% of inert and non-hazardous waste diverted from landfill
- 270.3 tonnes of steel sourced from ACRS suppliers

### **Circular economy approach for materials from demolition activities**

To make way for new infrastructure on the Metro Tunnel Project's Sunbury corridor, the Sunshine Tie Station was demolished, and the site compounds used during construction were demobilised. Metro Trains identified opportunities to repurpose waste materials from the site compounds including approximately:

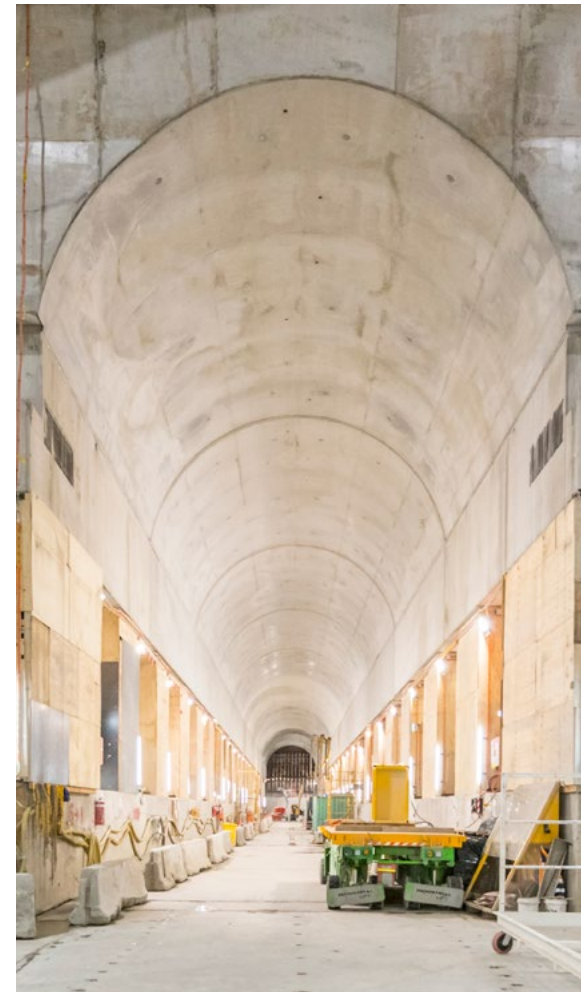
- 4.6 linear kilometres of timber
- 325 linear metres of roofing iron.

The timber and roofing iron are being reused on other projects around the network. This approach ensures materials are kept in use as long as possible, reduces waste generated by the project, and contributes to a circular economy approach. In addition, 94 per cent of materials arising from the demolition of the Sunshine Tie Station were also diverted from landfill. Where materials could not be retained in use (e.g. concrete), recycling was prioritised.

### **Low carbon concrete lining for the Metro Tunnel Project**

Several opportunities to reduce the amount of embodied carbon in concrete have been adopted as part of the construction of the underground stations on the Metro Tunnel Project. Key components in achieving this reduction include: the use of cement replacement within shotcrete and permanent concrete lining, the use of steel fibre in shotcrete in place of traditional steel mesh, and the application of macro-synthetic fibre for shotcrete linings where possible within the mined sections of the State Library and Town Hall stations.

These innovative approaches have reduced the embodied carbon of the concrete, resulting in an overall reduction of 49.2 per cent in Portland cement content of concrete for the State Library and Town Hall stations. Concrete is one of the largest carbon emitters on infrastructure projects, and a reduction can greatly reduce overall emissions. The use of low carbon concrete lining equates to 27,787 tonnes carbon emissions saving.



*Metro Tunnel Project State Library Station  
Low Carbon Concrete Lining*

1. ACRS is the Australasian Certification Authority for Reinforcing and Structural Steels (ACRS). The ACRS is the leading independent, third-party steel certification authority of construction steels to Australian and New Zealand Standards.

2. Sustainable improvements in construction and operation are tracked based on a comparison to the project's base case. This base case constitutes contemporary standard practices for an infrastructure project as defined by the Infrastructure Sustainability Council (ISC), or the Green Building Council of Australia (GBCA).





Metro Tunnel Project — Glass sand being processed to fine product

### Crushed recycled glass in concrete to reduce greenhouse gas emissions

The Metro Tunnel Project is providing opportunities to trial the use of innovative recycled materials in construction. Cross Yarra Partnership and the University of Melbourne have collaborated to undertake an innovative research study trialing the use of crushed glass to replace 25 per cent of the virgin sand used in a structural concrete mix. The use of recycled glass in concrete mixes lowers the carbon emissions associated with concrete production, reduces the reliance on virgin sand in concrete, and diverts waste glass from landfill.

Concrete mixes using recycled glass in Australia have previously been limited to low grade applications such as footpaths and local roads. This recycled glass concrete mix was used as a temporary blinding mix in the construction of suspended slabs at the new State Library Station. Based on this success, future trials are now being considered with the potential to increase sand replacement from 25 per cent up to 80 per cent crushed glass. This is an industry leading initiative that supports transition to lower embodied carbon in construction and the adoption of circular economy materials.

### Timber reuse and dunnage to boost recycling

The Metro Tunnel Project has adopted a unique opportunity to reuse the timber used for storage and transportation of precast concrete track structures, known as track form. This timber, or “dunnage”, is comprised of high quality, untreated pine. Once the track form is removed, the dunnage is being donated to the Braybrook Commons Community Garden. This timber will be used to help build a new garden bed specifically designed to offer accessible gardening to elderly or disabled community members. The timber has also been repurposed for additional uses, helping the Metro Tunnel Project use timber that would have been wasted and engage with the community.



Metro Tunnel Project — Recycled timber dunnage in use

### Rethinking rail construction to support a circular economy

The Murray Darling Basin Rail Project implemented a number of strategies to support Victoria's move towards a circular economy. Through improving the delivery process for its major suppliers, the Project achieved a reduction in carbon emissions before materials had even arrived onsite.

The project replaced 357 truck deliveries with 11 train deliveries to transport 166,647 metres of rail strings from Port Augusta to the Ararat to Maryborough project site. The shift from truck to rail delivery reduced carbon emissions by 679 tonnes, the equivalent of taking 226 cars off the road for a year.

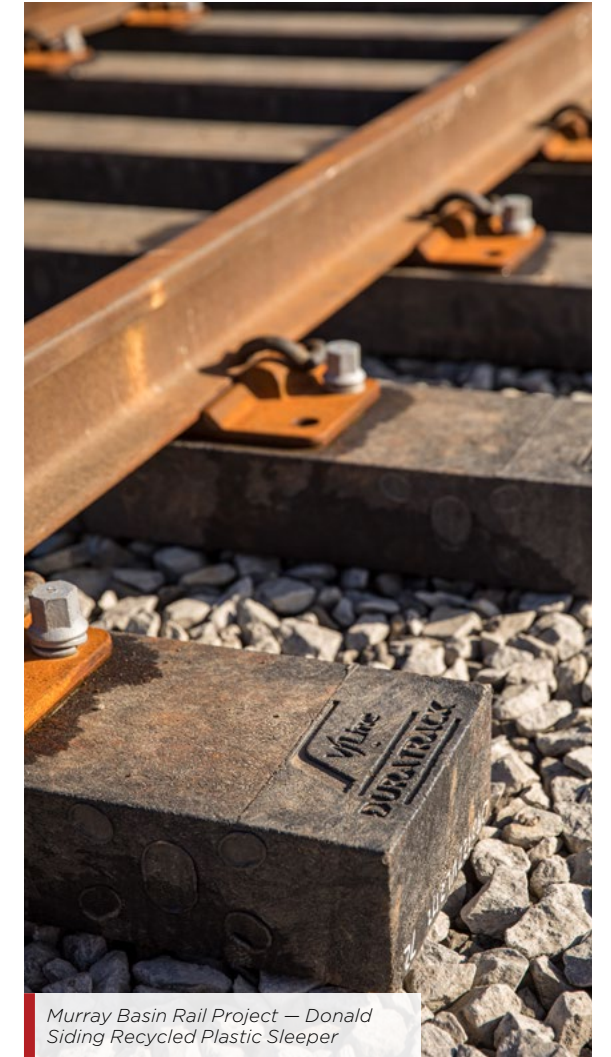
### Reducing waste and emissions with material reuse

RPV projects across Victoria are reducing the use of virgin steel through the reuse of serviceable rail strings obtained from V/Line and the Southern Program Alliance, together with the installation of recycled composite plastic sleepers.

The recycled materials installed so far have included:

- 530 Integrated Recycled Duratrak Composite Sleepers comprising 85 per cent post-consumer plastic at Donald, and 300 sleepers at the Merbein Siding Extension as part of the Murray Basin Rail Project
- 60 recycled plastic sleepers at the Shepparton Stabling Yard for the Shepparton Line Upgrade Project
- 440 recycled plastic sleepers at the Waurin Ponds Stabling Yard for the Warrnambool Line Upgrade Project

Together, these initiatives have diverted 17.7 tonnes of plastic waste from landfill and reused more than 2,500 metres of steel rail strings, supporting Victoria's Recycled First principles of a circular economy and saving more than 800 tonnes of carbon emissions from being released.



Murray Basin Rail Project — Donald Siding Recycled Plastic Sleeper





## Water management

RPV aims to reduce the amount of potable water consumed by our projects and manage the adverse impact of stormwater drainage from our construction sites on natural waterways. RPV projects track water consumption and non-potable water reuse against industry standard practices to gauge how we are performing<sup>3</sup>.

### ***Metro Tunnel Project: Tunnels and Stations Package***

- 92% replacement of potable water across construction and operation, on track to meet project target of 20%

### ***Metro Tunnel Project: Rail Network Alliance***

- 30% (approximate) of potable water replaced across construction – a total of 9.14 ML, on track to exceed the project target of 20%

### ***Gippsland Line Upgrade***

- 4 x 5kL water tanks installed for construction use
- 1 x 3kL water tank installed at Traralgon station for operational use

### ***Shepparton Line Upgrade***

- 105kL of recycled water used in construction
- 1 x 7kL water tank installed

### ***Warrnambool Line Upgrade***

- 294kL recycled water used in construction
- 2 x 10kL water tanks installed

### ***South Geelong to Waurrn Ponds Duplication***

- 118kL recycled water used in construction
- 2 x 25kL water tanks installed

### **Water efficiency initiatives to support Green Star rating**

The Green Building Council of Australia (GBCA) has awarded its highest Green Star as-built rating (6 stars) to the Sunshine Signal Control Centre for the Metro Tunnel Project. The Green Star Rating for the Rail Network Alliance's Sunshine Signal Control Centre considered nine environmental impact categories.

Some of the control centre's water efficient solutions include:

- Water-efficient fixtures, a 15kL rainwater harvesting system and subsurface drip irrigation system to reduce potable water use by 92 per cent
- A 10kL rainwater tank to reduce potable water use during the project's construction
- 347m2 of water-wise native landscaping, including a rain garden, to increase ecological value, reduce maintenance and water usage, and sustainably manage stormwater.

Coupled with the energy efficiency innovations, the 6-star rating represents leadership in environmentally sustainable building practices as per the GBCA Rating.

3.Sustainable improvements in construction and operation are tracked based on a comparison to the project's base case. This base case constitutes contemporary standard practices for an infrastructure project as defined by the Infrastructure Sustainability Council (ISC), or the Green Building Council of Australia (GBCA).



## Energy Efficiency

RPV aims to reduce energy use and greenhouse gas emissions during the construction and operation of our infrastructure projects. RPV projects are tracked against their energy use, including the extent of replacement of traditional fossil fuel generated electricity and vehicles with renewable options<sup>4</sup>.

### ***Metro Tunnel Project: Tunnels and Stations Package***

- Modelled 30% reduction in carbon emissions during construction and operation (excluding renewable energy), on track to meet the project target of 20%
- 20% of construction energy sourced from renewable sources, on track to meet the project target of 20%

### ***Metro Tunnel Project: Rail Network Alliance***

- 7,789 tonnes of carbon emissions reduced during construction, on track to meet the project target of 20%
- 100% of office energy from renewable sources, on track to meet the project target of 20%

### ***Murray Basin Rail Project***

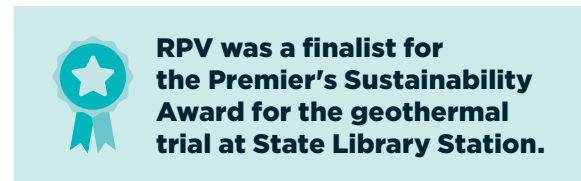
- 93 tonnes of carbon emissions reduced during construction

### ***Gippsland Line Upgrade***

- 2,331 tonnes of carbon emissions estimated to be reduced over the entire construction
- 109kW of solar panels installed

### ***Shepparton Line Upgrade***

- 448 tonnes of carbon emissions reduced during construction
- 21kW of solar panels installed
- 52.5% substitution of energy for renewable sources



### ***Warrnambool Line Upgrade***

- 58 tonnes of carbon emissions reduced during construction
- 45kW of solar panels installed
- 60% substitution of energy for renewable sources

### ***South Geelong to Waurrn Ponds Duplication***

- 20 Solar powered lights in carpark
- 791kWh energy generated through solar panels



4.Sustainable improvements in construction and operation are tracked based on a comparison to the project's base case. This base case constitutes contemporary standard practices for an infrastructure project as defined by the Infrastructure Sustainability Council (ISC), or the Green Building Council of Australia (GBCA).



### Switching to GreenPower® at Rail Projects Victoria's head office

RPV's head office at 222 Exhibition Street, Melbourne is now powered by 100 per cent GreenPower®. This initiative aligns with the Victorian Government's pledge to purchase 100 per cent renewable electricity by 2025 for all Victorian Government operations, facilities and services.

GreenPower® is a renewable energy certification that ensures electricity is sourced from entirely renewable sources. It supports Australia's renewable energy sector by funding projects such as wind farms and solar grids.

Switching to GreenPower® for project offices is one of many initiatives used to reduce our overall carbon footprint. The switch to GreenPower® for RPV's head office will save approximately 854 tonnes of carbon emissions per year.



### Energy savings with tunnel lighting solution

Tunnel lighting in the Metro Tunnel has been designed to reduce the total quantity of materials and the operational energy required to illuminate the tunnel, while maintaining safety requirements. Key initiatives in the design include:

- Light fittings with an integrated battery that can remain lit for 2 hours in case of outages
- Reduction in the amount of cabling required and the removal of the need for emergency distribution boards
- Reduction in the number of light fittings needed and a decrease in wattage per unit.

The tunnel lighting optimisation will lead to a modelled saving of 92 per cent of predicted energy consumption for tunnel lighting compared to a business-as-usual design, which is equivalent to a saving of more than 566 tonnes of carbon emissions annually.

### Geothermal energy trial to support renewable energy innovation

The construction of the Metro Tunnel Project presents a unique opportunity for the adoption of new innovations in renewable energy. A world-first trial at the new State Library Station in partnership with the University of Melbourne demonstrated how renewable, geothermal energy can be captured inside a building's foundation to provide a sustainable source of heating and cooling.

During the early months of the station's construction, 69 enclosed plastic pipes were buried inside concrete foundation piles. These water-filled pipes extend 40 metres underground, absorbing heat from the ground in winter to heat the building above ground and releasing heat into the ground in summer to cool the building.

The trial found that a train station such as State Library could use this renewable energy source to provide efficient and cost-effective heating and cooling. The study also found the geothermal system could be used to help heat and cool surrounding buildings. By harnessing the energy from this renewable source, this innovative technology will reduce carbon emissions generated by station plant during operation.



Geothermal Exchange System being installed in the piles at State Library Station



## Ecology and vegetation

RPV aims to improve the natural environment surrounding its projects. RPV projects are tracked against their contribution to the ecology and habitat of the project area, including through vegetation preservation and improvement.

### Metro Tunnel Project: Tunnels and Stations Package

- On track to meet target for an increase in net vegetation on the project

### Murray Basin Rail Project

- On track to meet target for an increase in net vegetation on the project
- 150 no-go zones<sup>5</sup> established to protect native vegetation
- 6,360 trees saved from removal

### Gippsland Line Upgrade

- 32 no-go zones established to protect native vegetation

### Shepparton Line Upgrade

- 3 no-go zones established to protect native vegetation

### Sunbury Line Upgrade

- 4 no-go zones established to protect native vegetation

### Warrnambool Line Upgrade

- 391 no-go zones established to protect native vegetation

### South Geelong to Waurn Ponds Duplication

- 20 no-go zones established to protect native vegetation

<sup>5</sup>No go zones are areas of environmental sensitivity within and adjacent to the project site. Once identified, they are marked, and work is excluded from these areas to avoid any damage to the environment.



### Habitat hollow replacement at Shepparton

The Shepparton Line Upgrade Project required the removal of mature trees resulting in the loss of hollows that animals use for nesting and shelter. Projects have the option of offsetting the loss of tree hollows by replacing them with nest boxes. However, natural hollows are preferred where possible, as they experience a more stable range of temperatures across the day and provide more suitable conditions for wildlife.

The project engaged with Habitat Management Services to implement a new approach to creating artificial hollows. Using a new, unique wood carving tool called 'The Hollowhog', large internal cavities were created through small entry holes in both living and dead trees. This technique replicates natural hollow



Shepparton Line Upgrade — Habitat Hollow

formations used by a variety of tree dwelling animals. The carved hollows function like natural hollows in that they are more thermally stable than nest boxes. A total of 22 hollow logs and 31 carved hollows were installed on this project with expected benefits for birds and animals that lost hollows during the construction process.

### Supporting young people to build new skills

The Regional Rail Revival team is partnering with the Latrobe Valley Flexible Learning Option to reconnect young people who have faced obstacles with their education and support them to follow an education or training path. Students aged 14 to 17 learnt about the environment and brushed up on their building skills by assembling 20 nesting boxes. The boxes, which simulate natural tree

hollows, will be used to house native wildlife, including parrots, microbats and possums, living alongside the Gippsland Line Upgrade.

The nesting boxes are supplied in flat-pack form by La Trobe University, which has refined the design over decades using them at its Nangak Tamboree Wildlife Sanctuary. They provide an instant safe haven to animals, simulating conditions that can take centuries to form naturally.

Once the boxes are complete, the students who built them will be invited to take help install them along the Gippsland Line in Morwell and Traralgon. The partnership is helping students develop new skills and appreciate nature while also supporting the school to run its activities and improve its facilities.



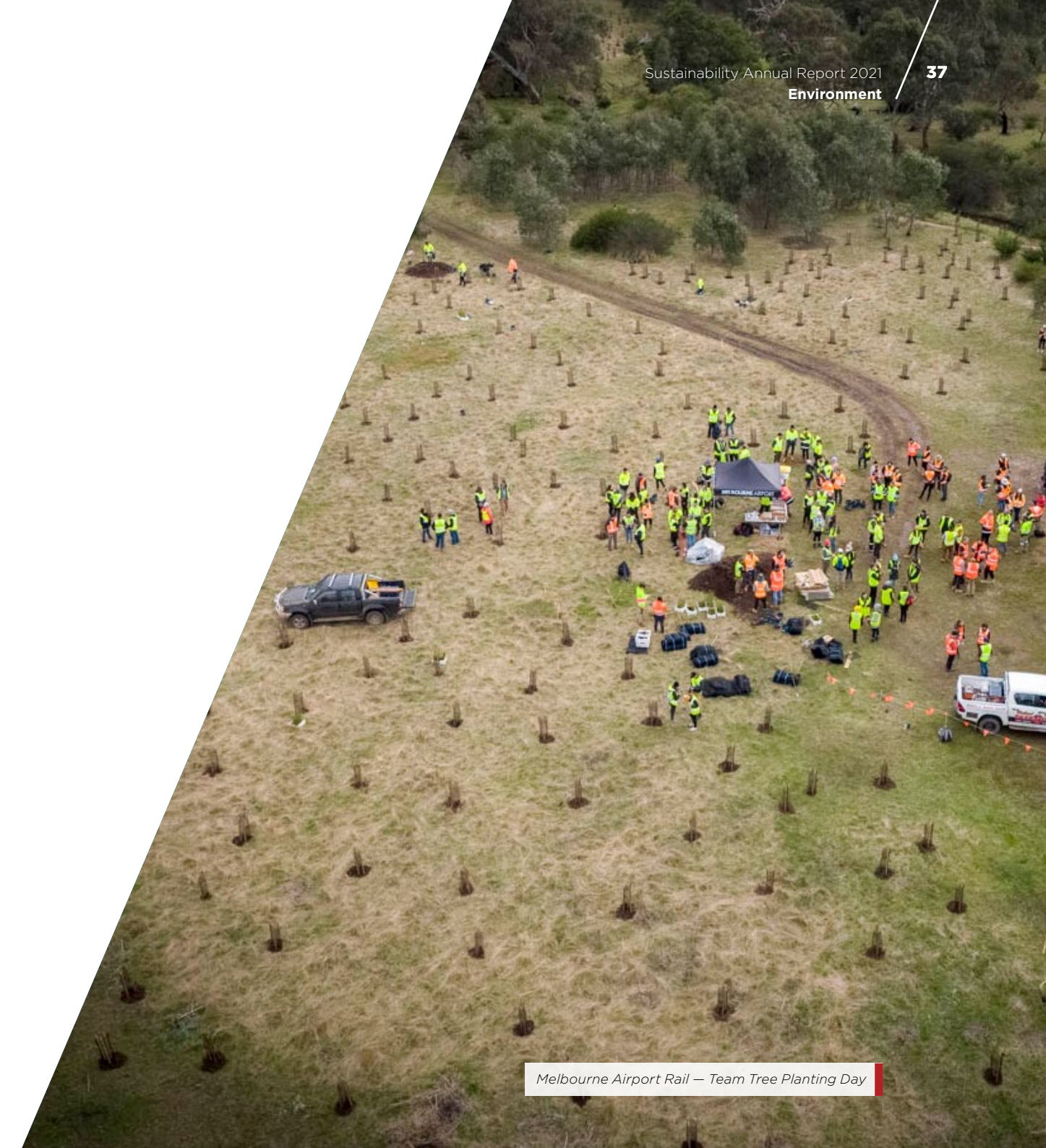
Gippsland Line Upgrade — Nesting box construction

### Project tree planting days

Planting vegetation and rehabilitating habitat to offset the impacts of construction is an important part of RPV's environmental commitments. This year, RPV staff took part in tree planting days along the Shepparton Line in Murchison East and near Melbourne Airport in Greenvale.

In Shepparton, trees and shrubs were purchased from Euroa Arboretum, a local business that focuses on 'growing back the bush'. The plants are native to the local area and included golden wattle, lightwood, sweet bursaria and emu bush. Thanks to the effort of around 40 volunteers, 1000 native trees and shrubs were planted in just one day.

At Melbourne Airport, a team of 140 people including 20 RPV staff, came together as part of World Environment Day to plant 1,500 trees and shrubs, which included river red gums and wattles.



Melbourne Airport Rail — Team Tree Planting Day



# Social

Rail Projects Victoria works with communities around our projects to enhance social wellbeing and to minimise and manage potential impacts.

Waurm Ponds Celebration Day



## Cultural heritage

Cultural heritage is a significant part of Victoria's cultural past and natural landscape. RPV undertakes cultural heritage assessments so that our projects protect places and objects of significance to past human activities, practices and beliefs.

### Unearthing our cultural heritage

The Metro Tunnel Project has undertaken cultural heritage salvage works led by the project archaeologist and a representative from the Wurundjeri Woi Wurrung Cultural Heritage Aboriginal Corporation to protect cultural heritage for each of the project's work packages.

Archaeological fragments uncovered from the dig sites have been given new life in the Craft Victoria Unearthed Exhibition. Ten artists, including Aboriginal and Torres Strait Islander artists, transformed discarded archaeological fragments such as broken glass, shards of porcelain, wire and shells into contemporary artworks which were exhibited and available for purchase through Craft Victoria.

More than a million artefacts were found in the archaeological investigations on the Metro Tunnel Project. Artefacts discovered onsite have included wheel ruts, bluestone footings and structural timber from buildings. The artefacts shared with artists for the Unearthed Exhibition were classified as 'non-significant' from a historical heritage and Aboriginal cultural heritage perspective.

The one-of-a-kind artworks for the Unearthed Exhibition showcase the built history of Melbourne, while salvaging and repurposing items that would otherwise be discarded.



Unearthed Exhibition — Some of the artefacts used by the eight artists



The Rail Projects Victoria Education Program focuses on careers, skills development and student participation in Science, Technology, Engineering, Arts and Maths (STEAM) subjects.

# Education Program



The Education team works with staff across the organisation to develop meaningful learning material for school students and encourage them to think about our projects from their perspective as citizens and future workers.

2022 marked the welcome return of school visits to Metro Tunnel HQ following the relaxation of pandemic related restrictions. Partnering with like-minded organisations helped RPV deliver our highest engagement figures yet, and the release of Minecraft Mini Melbourne 2.0 provided a fun way to engage visitors and showcase underground station design.

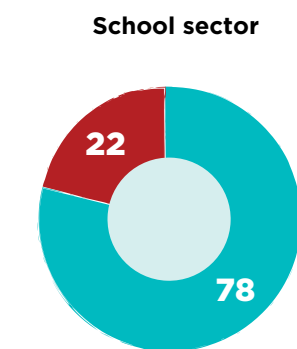
RPV held several education programs with school students about what our projects mean to them and their future careers in science, arts and technology. We worked with the Major Transport Infrastructure Authority, Level Crossing Removal Project and Local Learning and Employment Networks and took part in large external events like the Victorian Government's Trades Fit fair.

RPV is mindful that excursions are challenging for disadvantaged schools and students, and so the RPV Education Program partnered with Monash Tech School to deliver modified sessions to support specific schools in the south-east. A series of Doxa Youth Foundation-sponsored visits to Metro Tunnel HQ increased our reach to students from low socio-economic environments.

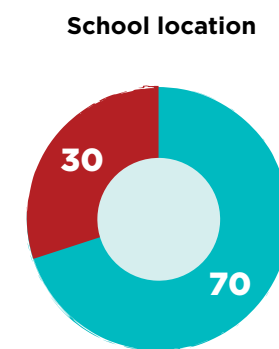
School bookings increased over 2022, reaching almost 7000 education program participants. This is the largest number of students and the most inclusive program RPV has conducted.

\* Index of Community Socio-Educational Advantage. The lower the ICSEA value of a school (the average being 1000), the lower the level of educational advantage of students who attend that school.

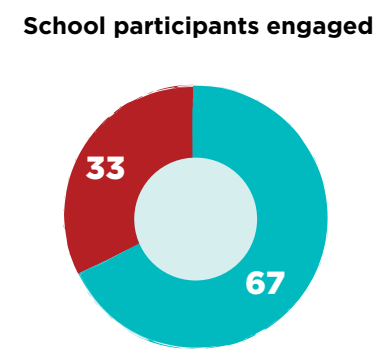
**182** education events for 2022



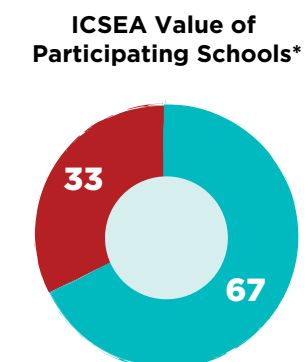
Government 78%  
Catholic and Independent 22%



Metropolitan 70%  
Regional 30%



Events at HQ 67%  
Partner events 33%



Above 1000 67%  
Below 1000 33%





Metro Tunnel Project Town Hall Station in Mini Melbourne 2.0

### Mini Melbourne 2.0 and Station Ideation – A Minecraft Mission

Minecraft Mini Melbourne – launched in 2019 – made Melbourne the first city in the world to be recreated as an educational resource within the best-selling video game. In partnership with the Victorian Department of Education and Training, RPV recreated 600,000m<sup>2</sup> of Melbourne’s city centre in Minecraft. The Minecraft: Education Edition (M:EE) versions of Mini Melbourne support a range of classroom activities, including Archaeology Adventure based in the real-life digs conducted at Metro Tunnel construction sites.

In 2022 Mini Melbourne was updated to include a virtual version of the Metro Tunnel Project’s Town Hall Station for users to explore. It’s a compelling way to showcase how the new station will look, how passengers will move through the space, and how each of its seven entrances and exits connect with the city above.

For Victorian primary and secondary students, a learning challenge dubbed “Station Ideation – A Minecraft Mission” has also been added. Students can enter the station, chat with virtual passengers and use the design process to develop and build a space to suit passenger needs.

While only M:EE users can access Station Ideation, any Minecraft user can download Mini Melbourne 2.0 for free and start exploring the vast spaces of Town Hall Station, as well as iconic city landmarks like Flinders Street Station, St Paul’s Cathedral and Federation Square. Mini Melbourne 2.0 is also available to visitors at Metro Tunnel HQ.

### Wodonga Secondary College visits the Metro Tunnel Project

For students in rural and remote areas, career opportunities with large urban infrastructure projects such as the Metro Tunnel Project may seem out of reach. However, during a visit to Metro Tunnel HQ in the centre of Melbourne CBD, students from Wodonga Secondary College learnt about this very real opportunity.

Speaking to the students, some of whom had never been to Melbourne before, RPV staff shared their experiences living rurally and working in Melbourne. “I live in Albury and I work in Melbourne ... the opportunities are there,” shared one staff member.

RPV staff also discussed the range of job opportunities that infrastructure projects provide that students might not expect, such as the project’s photographer who plays an important role in capturing high quality images of RPV projects.

“Just seeing people change their perspective is rewarding,” said an RPV staff member who ran a session for the students. “How they start to think about things in a different way. Just inherent personality skills – am I a big talker? Actually, I could use that in a role. Do I want to work indoors or outdoors? Just seeing that thinking process take place.”

If the Metro Tunnel HQ experience and introduction to Melbourne encourages just one young person to pursue a career in rail infrastructure, then the program is a success.



### Jet, Set, Go - Melbourne Airport Rail Education

With the project now underway, our first Melbourne Airport Rail themed workshop has been added to the Education Program suite.

‘Jet, Set Go’ gives Year 5 and 6 students an insight into how the Metro Tunnel Project connects with Melbourne Airport Rail, including reading a network map and planning a journey to the airport. Using simple maths, students must pack their bag for a holiday while staying under the weight limit and prioritising the items they will need.

The workshop was well received in trial sessions with primary schools in communities close to the Melbourne Airport Rail project, and will be available for school bookings at Metro Tunnel HQ from 2023.





Rail Projects Victoria aims to contribute to a resilient and prosperous economy that offers opportunities for all.

Major projects provide opportunities for employment and training for priority jobseekers. Rail Projects Victoria reports on economic metrics for all its projects to show progress towards our project goals.

# Economic



## Employment and Industry Development

### ***Metro Tunnel Project: Tunnels and Stations Package***

- Aboriginal employment accounting for 2.69% of labour hours, on track to meet the project target of 2.5%
- Priority job seekers employment accounting for 2.67% of labour hours
- 76,498 accredited training hours completed through 4,566 accredited training activities, on track to meet the project target of 20%
- 347,164 hours by apprentices, trainees, on track to meet the project target of 10%

### ***Metro Tunnel Project: Rail Network Alliance***

- Aboriginal employment accounting for 234,965 labour hours, on track to meet the project target of 2.5%

### ***Murray Basin Rail Project***

- Priority job seekers employment accounting for 8.73% of labour hours

### ***Gippsland Line Upgrade***

- Aboriginal employment accounting for 34,569 hours, approximately 3.69% of labour hours
- Priority job seekers accounting for 37,770 labour hours, approximately 4.04% of labour hours

- 22 Aboriginal-owned businesses engaged through project
- 39,033 validated Major Project Skills Guarantee<sup>6</sup> hours achieved

### ***Shepparton Line Upgrade***

- Aboriginal employment accounting for 3.58% of labour hours
- Priority job seekers employment accounting for 3.57% of labour hours

### ***Warrnambool Line Upgrade***

- Aboriginal employment accounting for 2.2% of labour hours
- Priority job seeker employment accounting for 3.2% of labour hours
- 10 Aboriginal-owned businesses engaged through project
- 26 social enterprises engaged through project

### ***South Geelong to Warrnambool Duplication***

- Aboriginal employment accounting for 1.3% of labour hours
- Priority job seeker employment accounting for 8.7% of labour hours
- Social enterprises accounting for 1.4% of total spend

<sup>6</sup>The Major Projects Skills Guarantee (MPSG) provides opportunities for apprentices, trainees and cadets to work on Victoria's largest construction projects. This is part of Victoria's Local Jobs First Act which support Victorian businesses to create job opportunities on Government works.



### Employment and training for priority jobseekers

Geelong and Warrnambool Line Upgrade team member Donald Chatfield was recognised as the Indigenous Student of the Year at the Apprenticeship Employment Network (AEN) 2022 Awards. The AEN Awards showcase and highlight trainees and apprentices, and how they have displayed hard work and resilience within their roles. A proud Gunditjmara man, Donald joined the Geelong and Warrnambool Line Upgrade as a labourer and is currently completing a Certificate III in Civil Construction.

The Geelong and Warrnambool Line Upgrade gave Donald the chance to re-enter the workforce after time away and complete a registered Government Training Organisation (GTO) traineeship. As part of the traineeship, Donald is paid while learning and has the opportunity to become a qualified tradesperson. He is a shining example of how major projects can provide life changing opportunities for priority jobseekers and Aboriginal workers.

### Partnership to support employment and training opportunities for local priority jobseekers

The Rail Network Alliance (RNA) has partnered with Victorian social enterprise Multicultural Consulting Services (MCS) to facilitate employment, training and development opportunities for local priority jobseekers including refugees and asylum seekers, Aboriginal people, disengaged young people and women who have experienced family violence.

MCS supports priority jobseekers, their families and the wider community. Not everyone has experience working with someone from a background different to their own, so MCS provides support and mentoring to managers and supervisors who are working with local priority jobseekers on RNA projects. MCS has provided RNA with 28 cadets and three trainees who have contributed an amazing 55,000 hours to the Major Project Skills Guarantee.

MCS Managing Director Sisay Dinku's testimonial says it all: "People come to us because they want to work and contribute to society and also make their families have a better life. We live in the land of opportunity — we need to work together." By continuing to engage local priority job seekers, RNA is helping to provide local jobs for the community.



Warrnambool Line Upgrade team member, Donald Chatfield, being recognised as the Indigenous Student of the Year at the Apprenticeship Employment Network



## Social Procurement and Victorian Aboriginal Businesses

RPV is strategically using procurement to drive social, economic and environmental solutions for our local communities. RPV projects invest in Aboriginal-owned businesses and social enterprises to support the development of skills and major infrastructure project experience<sup>7</sup>.

### ***Metro Tunnel Project: Tunnels and Stations Project***

- \$62.8 million spent with Victorian Aboriginal Businesses to date
- \$32.5 million spent with Social Enterprises to date

### ***Metro Tunnel Project: Rail Network Alliance***

- \$22.1 million spent with Social Enterprises to date

### ***Gippsland Line Upgrade***

- \$6.5 million spent with Victorian Aboriginal Businesses to date
- \$7.6 million spent with Social Enterprises to date

### ***Shepparton Line Upgrade***

- \$25,500 spent with Victorian Aboriginal Businesses to date
- \$924,700 spent with Social Enterprises to date

### ***Warrnambool Line Upgrade***

- \$741,900 spent with Victorian Aboriginal Businesses to date
- \$1.9 million spent with Social Enterprises to date

### ***South Geelong to Waurin Ponds Duplication***

- \$975,000 spent with Victorian Aboriginal Businesses to date

## Partnering to support indigenous employment

Metro Tunnel Project contractor Cross Yarra Partnership is partnering with Muru Office Supplies. The Muru Group was founded in 2012 by Mitchell Ross, a proud Bidjigal man from La Perouse in southeast Sydney. This partnership supports Aboriginal employment with more than 80 per cent of Muru's staff being Aboriginal. Muru also donates a portion of every dollar spent on office supplies to Aboriginal community programs across Australia.

Muru means “Pathway” in the Indigenous language of the Coastal Sydney region, and the organisation is creating a pathway for Aboriginal people throughout Australia. The partnership has allowed Muru the opportunity to scale up and foster partnerships with other organisations, adding to the success of their organisation and further supporting Indigenous community programs.

## Partnering to train young jobseekers

In partnership with the Latrobe City Council's Indigenous Employment Coordinator and First Nations Traffic Management, the VicConnect Alliance has been able to give young Aboriginal jobseekers the opportunity and experience they need to kick-start their careers. First Nations Traffic Management supplies skilled traffic controllers to civil construction projects, providing long-term employment and career opportunities for Aboriginal people in the civil construction industry.

Through this valuable partnership, First Nations Traffic Management has trained 24 local Aboriginal people to work on the Gippsland Line Upgrade as traffic controllers and civil construction apprentices. Of the 30 local Victorian businesses engaged through the construction phase of the Gippsland Line Upgrade, 20 of them are Aboriginal-owned businesses. Through initiatives such as this, Aboriginal businesses are supported and able to provide employment to local Aboriginal communities.



NAIDOC Week Presentation Event — First Nations Traffic Management

7. Social procurement and Victorian Aboriginal Business figures are cumulative for the entire life of the project and not exclusively for 2022.





Students participating in RNA's First Nations Program

### Partnership with local Aboriginal-owned labour hires business

RPV and contractor Downer have partnered with local Aboriginal-owned business RAW Recruitment & Services to provide labour hire for RPV projects. RAW Recruitment & Services specialise in permanent, temporary and contract labour hire.

Through RAW, Marlon has been placed with Downer on the Waurin Ponds Station upgrade as part of the Regional Rail Revival program. Marlon now works alongside his younger brother Ridley and other Aboriginal labourers who feel supported and valued, and who appreciate what it means to be part of a culturally safe workplace.

“When it’s all brother boys you look after each other more than you normally would — usually we’re the odd ones out,” Marlon says. “They’ve made it known they want to keep all of us boys together on-site, which is great.”

Founded eight years ago, RAW currently has 35 people working on the Metro Tunnel Project. “We know our workers, we know who they are,” says RAW’s Key Client Executive Chris Johnson. “We’re not a big labour hire, we actually know our workers. We know their families when their bills are due. It’s a real community feel.”

### Providing skills and experience for Aboriginal Victorians

The Metro Tunnel Project provides opportunities for Aboriginal students to further their study while developing their skills in the rail industry. RNA runs the First Nations Program, which provides a 12-month traineeship with the Metro Tunnel Project and support to complete a Certificate IV in Business Management.

Students in the First Nations Program contribute to the day-to-day operation of the Metro Tunnel Project and rotate between support service teams to broaden their administration skills and experience. One of the students in the program welcomed the interview process for the traineeship, which was run as a “yarning circle” that was far less formal than a traditional job interview. The student had thought about a career in the Police Force or Army but can now feel his horizons broadening: “It gives me a step into how life works.”

The First Nations Program has enriched the diversity of the Rail Network Alliance workforce, provided skills and experience for Aboriginal Victorians on one of Victoria’s biggest rail projects, and made a real difference in the careers of the individuals involved.

### Partnership with Indigenous-owned business to deliver induction and training

Cross Yarra Partnership has engaged a local Indigenous-owned business to deliver training and inductions on the Metro Tunnel Project. ECB Training Services have been engaged to provide all day induction training to subcontractors working on the Metro Tunnel Project. Training ranges from manual handling processes to specialist skills such as rescue and height safety training, and has included opportunities for staff to travel to Melbourne to gain experience and qualifications.

Unique to ECB Training Services’ approach is their ‘wraparound capability’, meaning they train, manage and find employment for every person on their books. Accommodation is also provided which removes a significant hurdle for people who live in regional Victoria.



# 2023 aspirations

As we move forward, RPV will update its Sustainability Policy and Framework to further embed and broaden the scope of sustainability. This new policy will reflect the latest industry standards and best practices to ensure we are making a meaningful impact on the environment, society, and economy. We aim to align our efforts with the United Nations Sustainable Development Goals to guide our focus on integration of sustainability across our projects.

To measure our progress, we will be developing project targets that reflect RPV's key priorities, including the environment, social, and economic contribution. This will help us identify areas where

we can improve on and communicate our sustainability goals to a wider audience.

RPV will adopt more rigorous reporting on sustainability during both the design and delivery phase on our projects, including improving our carbon and climate change resilience reporting. This reporting approach will allow RPV to benchmark projects and identify opportunities to improve.


RPV's increased transparency in these areas further demonstrates our proactive approach to addressing the ongoing challenges of decarbonisation and climate change management on our projects, contributing to a more sustainable future for all.



### More information

To find out more about our projects:

 [railprojects.vic.gov.au](http://railprojects.vic.gov.au)

 1800 105 105 (24 hours a day, 7 days a week)

