



**SUBURBAN  
RAIL LOOP  
EAST**



# Annual Sustainability Report

2025



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#### Data limitations

Reporting for SRL East uses actual data for Initial and Early Works, as well as a combination of actual and estimated data for the Tunnels South and Tunnels North work packages either produced by third parties and collected or produced by SRLA. For an overview of how SRLA has collected or produced data for this report, please refer to Appendix A: Meeting our requirements – sustainability reporting.

#### Independent Review

This report has been reviewed by an independent reviewer against the principles of the Global Reporting Initiative, an international standard for sustainability reporting for confirming the Infrastructure Sustainability rating for delivering the SRL East twin tunnels between Cheltenham and Glen Waverley and Glen Waverly and Box Hill, respectively.

The Independent Reviewer has not participated in the preparation of this report which is prepared and issued solely by SRLA.

#### Disclaimer

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### 'Remembering Country'

Bitja (Dixon Patten Jnr)  
Baylia Creative

Gunnai, Yorta Yorta, Gunditjmara,  
Dhudhuroa / Jaithmathang, Wiradjuri,  
Djab Wurrung, Wemba Wemba,  
Wadi Wadi, Barapa Barapa,  
Monero, Wadawurrung, Yuin,  
Dharawal (Gweagal).

### Acknowledgement of Country

Suburban Rail Loop Authority acknowledges the Traditional Owners of the land, sky and waters across Victoria and pays respect to their Elders past and present. We proudly recognise the strength and enduring connection to Country as the world's longest living culture and the profound wisdom, resilience, and contributions of First Peoples and their communities. We are committed to the ongoing journey of reconciliation by embedding self-determined Aboriginal ways of knowing and doing across the lifespan of the SRL project.



# About this report

Suburban Rail Loop Authority (SRLA) is embedding sustainable environmental, social, and economic outcomes into the design, delivery and operation of Suburban Rail Loop (SRL) East.

SRLA is committed to regularly reviewing, critically assessing, and reporting progress in these key areas of sustainability to promote transparency and accountability in meeting our objectives.

This report describes the achievements in design and delivery of SRL East from 1 January 2025 to 31 December 2025.

SRLA has set ambitious targets and benchmarks with our contractors and has already achieved important sustainability outcomes for the community.

This 2025 report presents performance against SRLA's sustainability objectives and targets delivered by three work packages: Initial and Early Works, Tunnels South and Tunnels North.

The Initial and Early Works contract was awarded in 2021 to Laing O'Rourke to prepare sites for tunnelling and major construction, move and protect underground services and undertake ground improvements and road modifications.

The Tunnels South contract was awarded in December 2023 to global consortium Suburban Connect to build the 16-kilometre southern section of SRL East twin tunnels between Cheltenham and Glen Waverley.

The Tunnels North contract was awarded in November 2024 to global consortium Terra Verde to build the 10-kilometre northern section of SRL East twin tunnels between Glen Waverley and Box Hill.

The Linewide contract was awarded in December 2025 to global consortium TransitLinX - for the design and manufacture of the high tech automated SRL East trains; install and testing of all the systems required to run the new line; the operation and maintenance of the new network; and construction of a train stabling facility at Heatherton.

As construction progresses and further contracts are awarded, SRLA will continue to embed sustainability outcomes in the design, construction and operation of SRL East. We will continue to share sustainability achievements and outcomes in annual sustainability reports.

# Suburban Rail Loop



Melbourne will be a city of nine million people by the 2050s – the size of London today. We need more transport and more homes in the right places – and Suburban Rail Loop (SRL) will deliver both. SRL is a city and state-shaping project that will transform Victoria’s public transport system, connect our suburbs and make travel easier and more convenient.

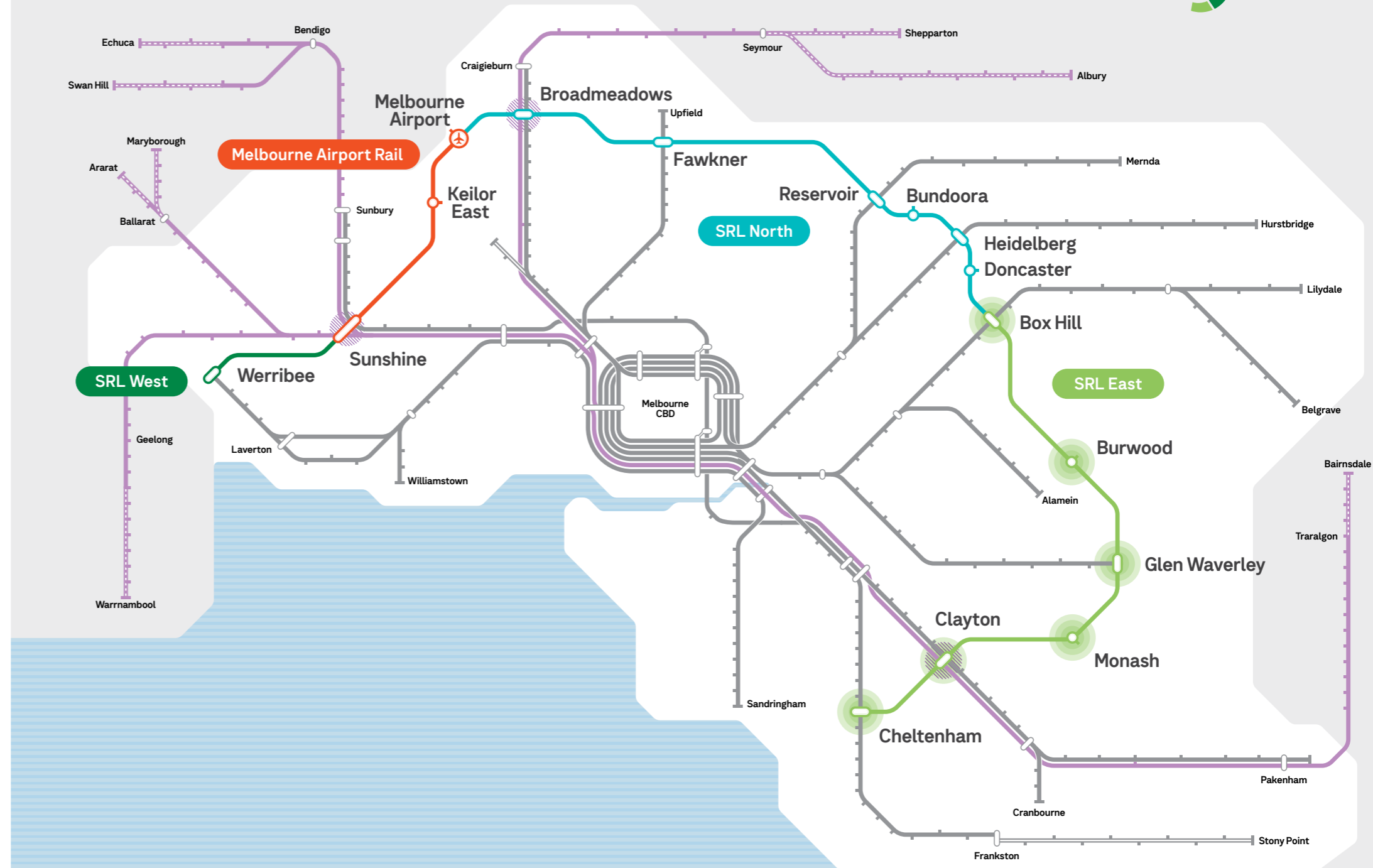
As Australia’s largest housing project, SRL will not only deliver faster, more reliable travel for Victorians, it will help deliver thousands more homes where they’re needed – right next door to jobs, services and world-class public transport. SRL will connect every major train line from the Frankston line to the Werribee line, via Melbourne Airport, and will improve access to housing, jobs, schools, universities and hospitals in Melbourne’s middle suburbs.

The project will add the wheel to Melbourne’s ‘hub and spoke’ railway network so that it is easier and more convenient for people to travel around our city, creating a public transport network fit for a global city. Regional passengers won’t have to travel through the CBD to reach destinations across Melbourne, with transport super hubs at Clayton, Broadmeadows and Sunshine connecting passengers to the SRL network.

SRL is a project of national significance that will help curb Melbourne’s urban sprawl and allow our city to grow more sustainably over time – making sure we have world-class housing and transport connections fit for Australia’s largest city in the 2050s.

This is a project that will not only change the way we move around – it will shape how we grow in the decades ahead.

**SRL will take 600,000 cars off the roads every day – reducing pollution and emissions, and saving the economy half a billion dollars – and all trains will be powered by 100 per cent renewable energy, and all stations will have a 5-star Green Star rating.**



SRL East	Regional train lines
SRL North	Metropolitan train lines
Melbourne Airport Rail	Transport super hub
SRL West	More homes
New interchange stations	Existing interchange station and customer service hub
New stations	

*For illustrative purposes, subject to further detailed technical investigations and consultations.*

# SRL East

SRL East will deliver 26 kilometres of twin tunnels and six new underground stations at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill.

SRL East will connect major economic and activity centres including Monash, Clayton and Box Hill, deliver direct train lines to Monash and Deakin universities for the first time, and provide more homes on the doorstep of world-class public transport.

Construction of SRL East from Cheltenham to Box Hill is powering ahead, creating up to 8000 direct local jobs, with main works underway, tunnelling starting in 2026 and trains running in 2035.

Planning is also well underway – underpinned by extensive and ongoing consultation – to ensure the neighbourhoods around the new underground stations are vibrant and thriving communities for generations to come.

As well as a new turn-up-and-go train service and six new stations, SRL East will deliver new and improved open and green spaces, well-designed station plazas, more trees and greenery, safe and accessible connections to existing stations, new and upgraded bus and tram interchanges, walking and cycling paths and thousands of bike parking spaces.

SRL will attract more people, businesses and investment into the areas around the new stations – generating more jobs closer to where people live – and creating vibrant communities with local shops, restaurants and services.

**As Australia’s largest housing project, SRL East will help deliver 70,000 additional homes in the areas around the 6 new underground stations.**



	SRL East tunnels
	SRL East underground station
	Transport super hub (regional connection)
	SRL tunnels continued
	Metropolitan train lines
	Regional train lines

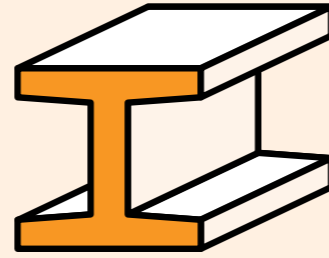
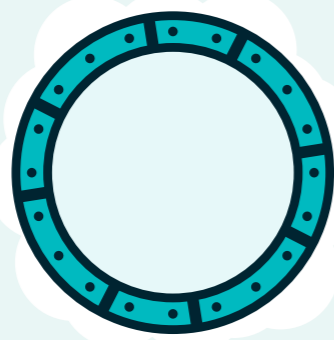
*For illustrative purposes, subject to further detailed technical investigations and consultations.*

# Sustainability highlights

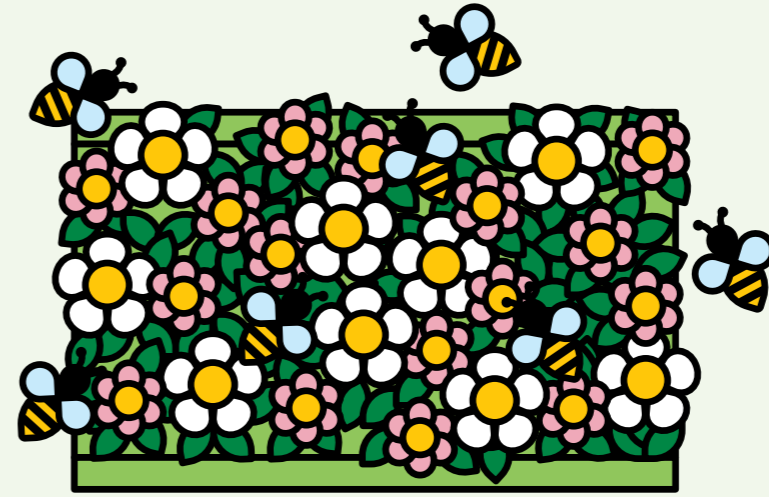


Tunnels South has reduced Portland cement use by more than **8000 tonnes in 2025.**

Tunnels North and Tunnels South contractors project a **60,000 tonne reduction in Portland Cement** through design and use of supplementary cementitious materials.



Initial and Early Works used more than **7,455 tonnes of sustainable steel** from accredited suppliers under the Australian Steel Institute Environmental Sustainability Charter.



**SRLA launched the Buzzing Burbs program,** and in an Australian first, Tunnels South partnered with SRLA to trial a 'living' hoarding seeded with native pollinator plants which bloom and attract pollinators.

We engaged more than **100 certified Victorian social benefit suppliers**, primarily in civil construction, surveying, traffic management and training and education services.



**67 Aboriginal owned and managed businesses**



**42 social enterprises**

## Electrification and clean energy use on site

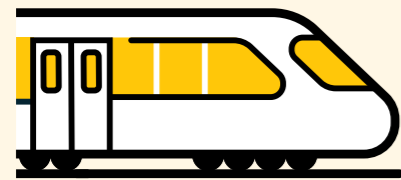
Our contractors have generated renewable electricity on-site with **22 solar-powered eco-caravans**, and hybrid-powered lighting towers.



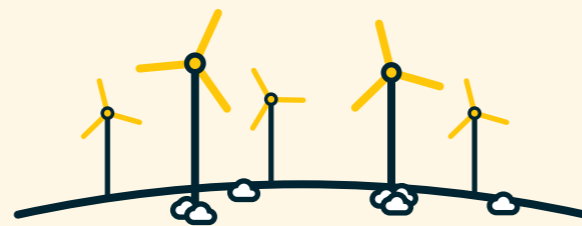
Procurement of electric vehicles, plant and equipment has **saved over 60,000 litres of fuel** across Tunnels South and Tunnels North.



Initial and Early Works diverted **99% of clean spoil and 96% of non-hazardous waste** from landfill, and reused topsoil and fill where possible.

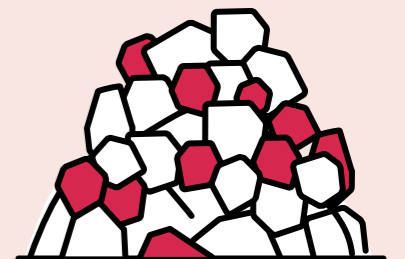


**Our trains and tunnel boring machines** will be powered by 100% renewable electricity.



**100% renewable electricity** is being used for all fixed construction plant equipment.

Initial and Early Works and the Kooyongkoot Alliance, planted **500 native plants** along **Gardiners Creek** – supporting biodiversity and restoring habitat.



Tunnels South has used more than **300,000 tonnes of recycled aggregates** to date.

# Meeting our sustainability ambition

SRLA has bold ambitions to embed sustainability across all parts of SRL East. Our approach is guided by SRLA's Sustainability Policy and formalised through the SRL East Environmental Management Framework.

Frameworks and policies that guide our delivery of sustainability outcomes are detailed below.

## SRLA Sustainability Policy

The **SRLA Sustainability Policy** supports sustainable communities and guides the overall approach for SRL East to achieve best practice environmental, social, and economic outcomes through design, delivery and operation.

## The Environment Effects Statement

The **SRL East Environment Effects Statement (EES)** – Victoria's comprehensive and transparent assessment process – was released in late 2021. Its purpose was to identify and minimise potential impacts during design, construction and operation of SRL East, and proposed ways to avoid, offset or manage any effects. The SRL East EES was the first fully digital EES in Victoria. The innovative approach significantly reduced the need for printed copies and ensured easy access to information for everyone. The Minister for Environment and Climate Action released the assessment of the EES in August 2022 and granted SRL East planning approvals in September 2022. The EES will remain online for the life of the project as a reference document.

**Suburban Rail Loop Authority will be a progressive leader that supports sustainable communities and enables great places in sustainable ways. Through our delivery of Suburban Rail Loop, we will help ensure a more liveable Victoria for present and future generations – environmentally, socially and economically.**

## The Environmental Management Framework

The **SRL East Environmental Management Framework - Victoria's Big Build (EMF)** forms a part of the project's planning approval conditions. The EMF includes Environmental Performance Requirements (EPRs) that define auditable environmental outcomes that must be achieved during the design, construction and operation phases of the project. There are 10 EPRs relating to sustainability, with EPR SGG1 requiring SRLA to publicly report on its performance against the project's **Sustainability Objectives and Targets**.

## Engagement and partnerships

SRLA recognises the important role that strategic engagement and partnerships play in the design and delivery of SRL East. As well as ongoing engagement with the community, key stakeholders and local governments along the SRL East alignment, SRLA collaborates with other relevant government bodies to assist in the development and delivery of sustainable outcomes for SRL East. We work with the Department of Energy, Environment and Climate Action (DEECA), Sustainability Victoria (SV), Recycling Victoria (RV), the Victorian Infrastructure Delivery Authority (VIDA), and ecologiQ as part of the Victorian Government's environment and climate change portfolio.

SRLA is working with Bunurong and Wurundjeri formally recognised Traditional Owners to identify opportunity to care for Country; land, waters and skies, throughout the project.

SRLA is also working with industry organisations including the Green Building Council of Australia (GBCA) and the Infrastructure Sustainability Council (ISC), as well as collaborating with Victorian universities through various workshops and reference groups. Continuous engagement with these organisations will assist SRLA and our partners in delivering on our targets to create internationally recognised sustainable rail infrastructure and precincts.

## Innovations and opportunities

SRL provides an opportunity to deliver climate positive and resilient transport infrastructure, alongside liveable, future-proofed places. SRL is supporting the capability of Victoria's design and construction industry, embedding circular economy principles and reducing upfront greenhouse gas emissions. SRLA is committed to being a progressive leader and encourages innovation across all aspects of our program including during design, implementation, and through working with our delivery partners. Read more about our sustainability initiatives on our **website**.

## SRLA's key partners



Energy, Environment and Climate Action



VICTORIAN INFRASTRUCTURE DELIVERY AUTHORITY



## SRL Precincts

SRL East will deliver extensive opportunities to create thriving centres with quality housing options, services and jobs close to home and world-class public transport in SRL precincts at Cheltenham, Clayton, Monash, Glen Waverley, Burwood and Box Hill. Independent public hearings were held from August to December 2025 as part of planning for the future of SRL East, providing community members, councils and organisations with another opportunity to provide feedback on draft structure plans and planning scheme amendments for the future of SRL East neighbourhoods.

We've had many thousands of responses from residents, traders, and councils about how the neighbourhoods around the new SRL stations can best accommodate more homes. The public hearings – held by an independent SRL East Standing Advisory Committee – provided those who made submissions on draft planning controls and structure plans for SRL East with the opportunity to present to the committee along with technical experts.

After considering submissions, evidence and information presented at the hearings, the advisory committee will provide independent advice to the Minister for Planning, the Minister for Suburban Rail Loop and Suburban Rail Loop Authority this year. Structure plans and planning scheme amendments for SRL East are expected to be finalised in 2026, streamlining planning approvals and paving the way for thousands more homes and jobs in the precincts over the next 15 years. Once approved, changes to local planning schemes will implement SRLA's vision across the six SRL East precincts and structure plans and implementation plans will also be finalised.

These plans set actions under Empowering Sustainability for SRLA and state and local government partners to deliver in the precincts. SRLA will continue to explore how we can transition our precincts to a more circular, climate-resilient and energy smart economy. For more information, please refer to **SRL East Precinct Planning**.

## Realising the Vision for SRL Precincts

There are five precinct themes that guide and direct strategic planning to realise the Vision for the six precincts.



### Enriching Community

Enriching Community will guide precinct planning to deliver healthy and inclusive neighbourhoods.



### Better Connections

Better Connections will guide how we plan public and active transport options, connecting people to opportunities and experiences in the SRL East corridor and beyond.



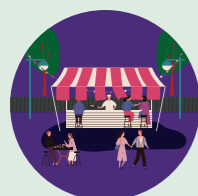
### Boosting the Economy

Boosting the Economy will guide how we build on the unique assets and strengths of each area to trigger investment growth.



### Empowering Sustainability

Empowering Sustainability will guide how we adapt to and mitigate the effects of climate change and contribute to environmental sustainability.



### Enhancing Place

Enhancing Place will guide how we plan vibrant, sustainable and inclusive public spaces that build on the existing character and identity of our suburbs.

## United Nations Sustainable Development Goals

Our sustainability objectives and targets have been mapped against the United Nations (UN) Sustainable Development Goals (SDGs) to identify where SRLA is making a positive contribution to supporting these goals. The 17 SDGs are global goals adopted by all UN members to encourage action for a more sustainable planet by 2030, addressing global challenges such as climate, environment, prosperity, inequity, and peace.

SRLA's sustainability objectives and targets are expected to contribute to the 15 SDGs shown here.

For a comprehensive list of our objectives and targets mapped against the UN SDGs, see **Appendix C**.

### SDGs aligned with SRLA's sustainability objectives and targets



# Sustainability performance reporting

This section details reporting requirements for three work packages that were in progress in 2025 – Initial and Early Works, Tunnels South and Tunnels North.

Initial and Early Works have completed their scope of works as of December 2025. The targets and outcomes in the table reflect the final stage of delivery. Initial and Early Works will not report new data in the 2026 Annual Report.

## Global Reporting Initiative (GRI) principles statement

This report has been prepared to align with the principles for sustainability reporting published in the latest version of the GRI guidance (2021). The GRI (2021) principles support high-quality sustainability reporting to enable the reader to make informed assessments and decisions on the impacts of the project and its contribution to sustainable development. The GRI (2021) reporting principles include balance, clarity, comparability, completeness, sustainability context, timeliness and verifiability. To satisfy the balance principle, this report aims to provide information in an unbiased way and provide a fair representation of the positive and negative aspects of the project's performance.

SRL East is the first stage of a multi-decade, city and state-shaping program of investment that provides an opportunity to transform Victoria's public transport system and sustainably support an expected significant increase in population. Sustainability is at the forefront of the design, delivery and operation of the project. This approach has enabled the project to achieve various positive outcomes highlighted in Appendix C.

As a major public transport infrastructure project, there are several sustainability challenges for the project relating to energy and carbon, water, materials and waste, and resilience and climate change. Challenges include the following:

- Construction of SRL East involves significant quantities of steel and concrete, which typically have high amounts of embodied carbon.
- Building 26 kilometres of twin tunnels and new stations requires inputs of energy and water to operate TBMs and other construction equipment.
- Significant quantities of resources used on the project need to be managed efficiently to avoid increasing pressure on scarce resources and prevent waste from entering landfill.
- Climate change and natural hazards may reduce the resilience of SRL East in operation due to risks associated with heavy rainfall and flooding, extreme heat, storms, drought and ambient carbon dioxide increase.
- In demolition and construction, management of contaminated material can pose risks to both human and environmental health<sup>1</sup>.

The identification of these challenges allows SRLA to mitigate negative impacts and reduce environmental harm. The data presented below provides information on the status of the project's sustainability performance during the reporting period. It also provides commentary in footnotes to identify both positive and negative impacts of the project against targets, and any additional context for the reader to consider.

## Status Legend

These icons represent the following qualitative descriptors for progress status.

Please note that status categories have been updated since the publication of the 2024 Annual Sustainability Report to better reflect package applicability and stage of delivery. The previous category 'At risk' has been substituted with 'On watch'.

NA	<b>Not applicable to scope of current work packages and will be reported in subsequent years</b> Due to the current scope, these objectives and targets do not apply		<b>Progressing</b> Actions to meet this target/objective are underway
NS	<b>Not started</b> Actions to meet this target/objective have not started due to delivery stage		<b>Well progressed</b> Target/objective on track to be met
			<b>On watch</b> Target/objective is at risk of not being met by project completion and is being closely monitored



Living hoarding in action, Heatherton

<sup>1</sup> Management of contaminated material is covered by the IS rating scheme. Requirements specific to Rso-2 (Management of Contaminated Material) are managed through the EPRs C1-C8 including the development of a Contaminated Land Management Plan and therefore are not detailed in this report.

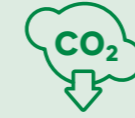


## Leadership

### Objectives:

- Sustainability rating systems will be used to drive, verify, and benchmark progress in sustainability during planning, design, and construction.
- SRLA will work with delivery partners and stakeholders to develop innovative approaches, technologies, and industry capacity in particular to realise emission reduction opportunities.

### Aligned United Nations (UN) Sustainable Development Goals (SDGs):



## Energy & carbon

### Objectives:

- In line with Victoria's Climate Change Strategy (2021), SRL East will reduce energy use and carbon emissions during construction and operation. SRL East will support innovative and cost-effective approaches to passive design, energy efficiency, on and off-site renewable energy sources and procurement.

### Aligned United Nations (UN) Sustainable Development Goals (SDGs):



### Leadership sustainability data for Initial and Early Works, Tunnels South and Tunnels North

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
Infrastructure Sustainability Council of Australia IS v2.1 (or later) - Gold rating - for infrastructure scope	IS rating	Rating points achieved	Gold (60+ points)	Initial & Early Works	NA	
				Tunnels South	✓	✓ <sup>2</sup>
				Tunnels North	✓	✓ <sup>3</sup>
Green Building Council of Australia Green Star Buildings v1A or later - minimum 5 Star rating - for each station and Operational Control Centre	GS rating	Rating points achieved	5 Star Green Star (70+ points)	Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		
National Australian Built Environment Rating System (NABERS) Energy rating of 6-star for the Operational Control Centre	NABERS Energy rating	Rating points achieved	6 Star	Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		

<sup>2</sup> Tunnels South, IS Rating, 2025: The package is considered to be Progressing on the basis that the IS Design Rating was submitted to the ISC for verification in December 2025.

<sup>3</sup> Tunnels North, IS rating, 2025: The package is considered to be Progressing on the basis that the package provides a pathway to achieve the IS Rating target of minimum 60 points and has submitted a base case and materiality assessment to ISC which was reviewed and accepted in December 2025. Data sourced from 6-monthly SRLA Reporting ISC Tracker, verified base case and materiality assessment.

### Energy & carbon sustainability data in construction for Initial and Early Works, Tunnels South and Tunnels North

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025	
In construction: Reduce upfront or embedded emissions from materials and the supply chain by at least 20% and develop the market's low carbon construction capabilities	Percentage reduction - Embodied emissions	%	20%	Initial & Early Works	NA		
				Tunnels South	✓	✓ <sup>4</sup>	
				Tunnels North	NS	✓ <sup>5</sup>	
	Investigations/innovative low carbon materials	Yes(Y)/No(N)			Initial & Early Works	✓ Y	✓ Y <sup>6</sup>
					Tunnels South	✓ Y	✓ Y <sup>7</sup>
					Tunnels North	NS	✓ Y <sup>8</sup>
In construction: 20% reduction in Construction greenhouse gas (GHG) emissions	Percentage reduction - Construction emissions	%	20%	Initial & Early Works	✓	✓ <sup>9</sup>	
				Tunnels South	✓	✓ <sup>10</sup>	
				Tunnels North	NS	✓ <sup>11</sup>	
In construction: All electrical fixed construction plant (i.e. site accommodation, lighting, ventilation, water treatment plant) to be powered with 100% renewable electricity	Percentage renewable electricity used for fixed construction plant	%	100%	Initial & Early Works	✓ 100%	✓ 100% <sup>12</sup>	
				Tunnels South	✓	✓ <sup>13</sup>	
				Tunnels North	NS	✓ <sup>14</sup>	

**Status Legend:** NA Not applicable NS Not started ✓ Progressing ✓ Well progressed 🔍 On Watch

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
In construction: All tunnel boring machines (TBMs) to be powered with 100% renewable electricity	Percentage renewable electricity used for TBM	%	100%	Initial & Early Works	NA	
				Tunnels South		15
				Tunnels North	NS	16
In construction: Maximise the use of electrical construction plant	Total electric construction plant and equipment	#		Initial & Early Works		17
				Tunnels South		18
				Tunnels North	NS	19
In construction: Maximise the use of alternative low carbon fuel sources	Percentage low carbon fuels	%		Initial & Early Works	2.2%	1.2% <sup>20</sup>
				Tunnels South	NS	21
				Tunnels North	NS	22
In operations: Minimum 20% reduction in operational energy use	Percentage reduction against designed operational energy use target	%	20%	Initial & Early Works	NA	
				Tunnels South	NA	
				Tunnels North	NA	
In operation: All rail infrastructure, stations and buildings shall be powered with 100% renewable electricity, in line with Victorian Government commitments	Percentage operational energy use from renewable electricity (onsite)	%		Initial & Early Works	NA	
				Tunnels South	NA	
				Tunnels North	NA	
	Percentage operational energy use from renewable electricity (offsite)	%		Initial & Early Works	NA	
				Tunnels South	NA	
				Tunnels North	NA	
In operations: In operation: SRL East buildings and rail infrastructure will be designed to operate fossil fuel free	Percentage operational energy use offset	%		Initial & Early Works	NA	
				Tunnels South	NA	
				Tunnels North	NA	
In operation: A minimum of 20% energy for stabling facility operation shall be sourced from onsite renewable sources	Percentage operational energy use from renewable electricity (on-site) for Stabling Yard	%	20%	Initial & Early Works	NA	
				Tunnels South	NA	
				Tunnels North	NA	

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
In operation: SRL East will be carbon neutral in operation and SRL will prepare a Carbon Neutrality Strategy for operations, using Australian Carbon Credit Units (ACCUs) or other equivalent quality offsets recognised by the Victorian Government	Percentage reduction GHG - Operations	%		Initial & Early Works	NA	
				Tunnels South	NA	
				Tunnels North	NA	
	Percentage operational energy use offset	%		Initial & Early Works	NA	
				Tunnels South	NA	
				Tunnels North	NA	

<sup>4</sup> Tunnels South, percentage reduction - embodied emissions, 2025: The package is considered as Progressing, based on a 34% reduction estimated on the current design progress and materials modelling reported to SRLA in December 2025. Note that monitoring of progress is ongoing.

<sup>5</sup> Tunnels North, percentage reduction - embodied emissions, 2025: Value is not available due to lack of reliable quantitative data for this metric at this early stage of the project. Note that GHG and LCA modelling has been submitted to SRLA as part of a Sustainability Specialist Report, where embodied emissions were estimated based on LCA Modules A1 - A4. Current modelling forecasts a 30% reduction in embodied emissions for the project. Data is to be updated as the project progresses towards completion. Data sourced from energy modelling (GHG&LCA Model) submitted to SRLA as part of Sustainability Specialist Report (Rev B).

<sup>6</sup> Initial and Early Works, Investigations/innovative low carbon materials, 2025: Package is considered to be Progressing based on positive case studies including the use of recycled crumbed rubber in a community space (Clayton, Q1), noise walls made of recycled milk bottles (Burwood, Q1) and steel sourced from a Steel Sustainability Australia (SSA) certificated supplier (SSY, Q1 and Q2). Note that some aspects of works could not use recycled materials due to service provider requirements, however the use of recycled materials/reused materials has been prioritised where practicable. Data sourced from Contractor Sustainability 6-monthly Reports for January - June and July - December 2025.

<sup>7</sup> Tunnels South, Investigations/innovative low carbon materials, 2025: The package is considered as Progressing, based on data sourced from the Recycled First Plan and Materials Innovation Plan that were being implemented in 2025. Examples of initiatives include the use of high SCM concrete mix designs, recycled rubber barriers and recycled aggregates.

<sup>8</sup> Tunnels North, Investigations/innovative low carbon materials, 2025: Package is considered to be Progressing on the basis that a Materials Innovation Plan is currently in development, with current investigations including Geopolymer trials in sacrificial tunnel segments, with mix design investigations commenced in December 2025. Data sourced from Materials Innovation Plan (in development) and Contractor Sustainability 6-monthly Reporting, 2025.

<sup>9</sup> Initial and Early Works, percentage reduction - Construction emissions, 2025: Value is unavailable as the target does not apply to the scope of this package. Note that the package instead includes a contractual requirement to reduce non-electrical energy use for the Works during construction by a minimum of 10%. Package is considered to be Progressing on the basis that the project reduced 10% of non-electrical energy through the use of offsets sourced from GreenFleet (contributing 7.94% reduction) and the use of hybrid site vehicles and light towers, solar powered lighting towers and site accommodation and biodiesel generators (contributing 2.06%).

<sup>10</sup> Tunnels South, percentage reduction - construction emissions, 2025: Due to the early stage of the project, measured quantitative data are not yet available for this metric. Energy modelling submitted to SRLA by the contractor estimates a 25% reduction by project completion. Data have been calculated using the method outlined in the IS v2.1 Rating Tool for the credits Rso-6 (Material Life Cycle Impact Measurement and Management) and Ene-1 (Energy Efficiency and Carbon Reductions).

<sup>11</sup> Tunnels North, percentage reduction - Construction emissions, 2025: Due to the early stage of the project, measured quantitative data are not yet available for this metric. GHG & LCA modelling submitted to SRLA by the contractor as part of a Sustainability Specialist Report (Rev B) estimates a 22% reduction by project completion. This includes all relevant and material emissions sources from LCA Module A1-A5.

<sup>12</sup> Initial and Early Works, renewable energy for fixed construction plant, 2025: the project has used 100% GreenPower for electricity for in the Initial Works, Early Works and Other Works construction to date, including site offices and electric plant and equipment.

<sup>13</sup> Tunnels South, percentage renewable electricity used for fixed construction plant, 2025: The package is considered as Progressing. A value is unavailable due to the absence of reliable quantitative data at this early stage of the project. Data analysis has taken into consideration the contractor taking over an existing site compound from another business which includes minor non-renewable power consumption used during mobilisation and lease/property handover.

<sup>14</sup> Tunnels North, percentage renewable electricity used for fixed construction plant, 2025: The package is considered as Progressing. A value is unavailable due to the absence of reliable quantitative data at this early stage of the project. Note that the project is on track to achieve 100% of renewable electricity for the fixed construction plant, based on the design to date. Data sourced from energy modelling (GHG&LCA Model) submitted to SRLA as part of Sustainability Specialist Report (Rev B).

<sup>15</sup> Tunnels South, percentage renewable electricity used for TBM, 2025: The package is considered as Progressing. SRLA has reviewed the early-stage electrical supply procurement packages and 100% renewable electricity has been specified. The value is unavailable due to the absence of reliable quantitative data at this stage of the project.

<sup>16</sup> Tunnels North, percentage renewable electricity used for TBM, 2025: Value is unavailable due to tunnelling activities not yet commencing. Note that energy modelling has been submitted to SRLA, which forecasts the project to be on track to supply 100% renewable energy for the tunnel boring machine by project completion. Data sourced from energy modelling (GHG&LCA Model) submitted to SRLA as part of Sustainability Specialist Report (Rev B).

<sup>17</sup> Initial & Early Works, total electric construction plant and equipment, 2025: Data measurement is based on all electric plant and equipment (mobile) procured during the reporting period (0). Note that the use of electric construction plant and equipment has been limited due to a combination of factors including works entering completion and limited stock availability. Data sourced from Contractor 6-monthly Sustainability Report, 2025.

<sup>18</sup> Tunnels South, total electric construction plant and equipment, 2025: The package is considered as progressing based on qualitative reporting of investigations into electrical plant/equipment and reporting of up to 42 electrical plant/equipment units (excluding TBM) procured by the contractor in 2025. Note that is the maximum number of electric plant/equipment units at any point in time during 2025, some units were used for short periods of time.

<sup>19</sup> Tunnels North, total electric construction plant and equipment, 2025: The package is considered as Progressing based on qualitative reporting of investigations into electrical plant/equipment and reporting of up to 42 electrical plant/equipment units (excluding TBM) procured by the contractor in 2025. Note that opportunities to further electrify P&E are currently under investigation. Data sourced from Contractor 6-monthly Sustainability Report.

<sup>20</sup> Initial and Early Works, low carbon fuels, 2025: Data measurement is based on the sum of biofuels used on the project (including B10, B20 and B5) as a percentage of the total non-electrical energy consumed by the project to date. Data is based on contractor reporting and may be subject to minor error. Data sourced from Contractor 6-monthly Sustainability Report, 2025.

<sup>21</sup> Tunnels South, percentage low carbon fuels, 2025: The package is considered as Progressing based on qualitative reporting of investigations into low carbon fuels by the contractor in 2025. A value is unavailable due to the absence of reliable quantitative data at this stage of the project, as investigations are ongoing.

<sup>22</sup> Tunnels North, percentage low carbon fuels, 2025: Value is not available as the package is yet to confirm the alternative fuels scenario for modelling and implementation. Note that options are currently under investigation, including biofuels such as biodiesel as well as renewable diesel. For blends, this would include only the low-carbon proportion of the blend (e.g. 5% of B5 fuel use). Data sourced from modelling (GHG&LCA Model) submitted to SRLA as part of Sustainability Specialist Report (Rev B).

**Status Legend:** NA Not applicable    NS Not started    Progressing    Well progressed    On Watch



# Water

## Objectives:

- SRL East will be designed to minimise the use of potable water, and maximise opportunities for reuse of rainwater, stormwater, wastewater and groundwater.
- All above ground sites will be designed to deliver integrated water management (IWM) solutions and water sensitive urban design (WSUD).

## Aligned United Nations (UN) Sustainable Development Goals (SDGs):



Box Hill skyline

## Water sustainability data for Initial and Early Works, Tunnels South and Tunnels North

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
10% potable water replaced with non-potable water during construction	Percentage construction water from non-potable sources	%	10%	Initial & Early Works	Well progressed	Well progressed <sup>23</sup>
				Tunnels South	Well progressed	Well progressed <sup>24</sup>
				Tunnels North	NS	Well progressed <sup>25</sup>
10% potable water replaced with non-potable water during operation	Percentage operational water from non-potable sources	%	10%	Initial & Early Works	NA	NA
				Tunnels South		
				Tunnels North		
45% potable water operational demand reduction (Stations)	Operational demand reduction (Station) of potable water	%	45%	Initial & Early Works	NA	NA
				Tunnels South		
				Tunnels North		
80% potable water replaced with non-potable water (stabling facility train wash)	Replacement potable water with non-potable water at Stabling Yard Train Wash	%	80%	Initial & Early Works	NA	NA
				Tunnels South		
				Tunnels North		
Stormwater management <sup>26</sup>	Qualitative summary of the status of the Stormwater Management EPR SW5	Qualitative summary		Initial & Early Works	NA	NA
				Tunnels South		
				Tunnels North		

<sup>23</sup> Initial and Early Works, percentage construction water from non-potable sources, 2025: Value is unavailable as this target does not apply to the scope of works included in this package. Note that the project is required to implement initiatives to reduce potable water and/or improve water efficiency. Water saving initiatives include use of compound rainwater tanks, dust suppression polymers, water efficient fixtures, water treatment plant recycling, embodied water in concrete, water re-use in drilling and re-use of barrier water.

<sup>24</sup> Tunnels South, percentage construction water from non-potable sources, 2025: The package is considered as progressing based on contractor sustainability reporting to SRLA in 2025. Opportunities will continue to be assessed as they arise. Tunnels South have used 1668kL of water from non-potable sources to date, used in a range of dust suppression, demolition and excavation works in construction. Note once tunnelling activities commence, this figure may change due to the scale of TBM water use.

<sup>25</sup> Tunnels North, percentage construction water from non-potable sources, 2025: The package is considered as progressing based on water modelling undertaken as part of the IS rating process. Current forecasts project that water consumption by the end of the project will achieve the target potable water replacement. This estimation may be limited as this is based on the current design, which may be subject to change as the project progresses. Data sourced from Terra Verde As Built Resource Usage Tracker (Water).

<sup>26</sup> EPR SW5 relates to the permanent long-term design and operation of SRL East and does not apply to Initial and Early Works or Tunnels packages.

**Status Legend:** NA Not applicable    NS Not started    Well progressed    Well progressed    On Watch

# Materials & waste

## Objectives:

- SRL East will reduce the environmental impact of material use by embedding a circular economy philosophy and exploring opportunities for reducing embodied impacts of materials selection.
- Material resource efficiency in the design, construction and operational phases will be pursued, along with opportunities for reducing the embodied impacts in material selection and maximising the beneficial reuse of spoil and other waste materials.

## Aligned United Nations (UN) Sustainable Development Goals (SDGs):



### Materials and waste sustainability data for Initial and Early Works, Tunnels South and Tunnels North

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
Operational waste: Recycle or reuse 80% of the waste generated during operations	Design to enable 80% of waste to be diverted from landfill	%	80%	Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		
60% by volume of office waste (includes paper, cardboard, plastics and food waste) is diverted from landfill	Percentage office waste diverted from landfill	%	60%	Initial & Early Works	🔍 54%	✅ 71% <sup>27</sup>
				Tunnels South	🔍 30%	✅ 60% <sup>28</sup>
				Tunnels North	NS	🔍 41% <sup>29</sup>
Reduce waste during the construction phase: Divert at least 95% of construction and demolition waste from landfill, and reuse topsoil and fill where possible	Topsoil and fill - total reused	%		Initial & Early Works	✅ 98%	✅ 99% <sup>30</sup>
				Tunnels South	NS	✅ 31
				Tunnels North	NS	✅ 32
	Percentage inert/non-hazardous waste diverted from landfill	%	95%	Initial & Early Works	✅ 93%	✅ 96% <sup>33</sup>
				Tunnels South	✅	✅ 34
				Tunnels North	NS	✅ 35

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
Reducing the amount of cement in concrete by at least 35%	Percentage reduction Portland cement from base case	%	35%	Initial & Early Works	NA <sup>36</sup>	
				Tunnels South	✅	✅ 37
				Tunnels North	NS	✅ 38
Measuring and reducing material lifecycle impacts by at least 15%, as measured by the appropriate IS or Green Star materials lifecycle calculator	Percentage reduction lifecycle impacts of materials	%	15%	Initial & Early Works	NA	
				Tunnels South	✅	✅ 39
				Tunnels North	NS	✅ 40
80% steel shall be sourced from responsible makers	Percentage reinforcing steel (Permanent Works) sourced from certified suppliers	%	80%	Initial & Early Works	NA <sup>41</sup>	
				Tunnels South	NS	✅ 42
				Tunnels North	NS	✅ 43
95% timber shall be sourced from certified source or reused	Percentage timber sourced from certified source or reused	%	95%	Initial & Early Works	NA <sup>44</sup>	
				Tunnels South	NA	
				Tunnels North	NA	
Other/Seek opportunities to include recycled and reused content via the Recycled First Plans and Materials Innovation Plans.	Recycled First Plan submitted  Materials Innovation Plan submitted	Y/N		Initial & Early Works	✅ Y	✅ Y <sup>45</sup>
				Tunnels South	NS	✅ Y <sup>46</sup>
				Tunnels North	NS	✅ Y <sup>47</sup>

<sup>27</sup> Initial and Early Works, percentage office waste diverted from landfill, 2025: Value is an estimate which is based on the diversion rate of office waste generated by the project office and established site compounds to date. This estimation only encompasses waste streams with significant quantities being collected from site. Note that an internal review conducted before project completion identified additional waste diversion information from subcontractors which had not been captured in earlier reporting cycles. This updated data significantly increased recorded diversion percentages to align with the PS&TR requirements. Data sourced from Contractor 6-monthly Sustainability Report, 2025.

<sup>28</sup> Tunnels South, percentage office waste diverted from landfill, 2025: The package is considered as Progressing, based on a diversion rate of office waste at 60%, based on subcontractor sustainability reporting across all sites, reported to SRLA in 2025.

<sup>29</sup> Tunnels North, percentage office waste diverted from landfill, 2025: Data based on the diversion rate of office waste to date. Note that these are early data points which are being managed through ongoing waste management and education. Data is being collected in the Terra Verde As Built Resource Usage Tracker (Waste).

<sup>30</sup> Initial and Early Works, topsoil and fill - total reused, 2025: Value is an estimate which is based on the diversion rate of clean spoil (general fill) to date. Note that the spoil diversion rate includes both reused spoil and recycled spoil on site. Data sourced from Contractor 6-monthly Sustainability Report.

<sup>31</sup> Tunnels South, topsoil and fill - total reused, 2025: The package is considered as Progressing, based on qualitative updates regarding topsoil and fill reuse provided in meetings with SRLA in 2025. Due to the early stage of works a quantitative figure has not yet been provided in contractor sustainability reports. Note that monitoring of progress on topsoil and fill reuse is ongoing.

<sup>32</sup> Tunnels North, topsoil and fill - total reused, 2025: Value is not available due to lack of reliable quantitative data for this metric at this early stage of the project. Data is being collected in the Terra Verde As Built Resource Usage Tracker (Waste).

<sup>33</sup> Initial and Early Works, percentage inert and non-hazardous waste diverted from landfill, 2025: Value is an estimate that is based on inert and non-hazardous waste has been diverted from landfill in the reporting period. Note that this waste is reported through subcontractor reports via their engaged waste contractors and managing contractor engaged waste. Data sourced from Contractor 6-monthly Sustainability Report, 2025.

<sup>34</sup> Tunnels South, percentage inert/non-hazardous waste diverted from landfill, 2025: The package is considered as Progressing, based on the current estimated design progress diversion rate of waste at 94.2%, based on subcontractor sustainability reporting across all sites, reported to SRLA in 2025.

<sup>35</sup> Tunnels North, Percentage inert/non-hazardous waste diverted from landfill, 2025: The package is considered as Progressing, based on the current progress diversion rate of waste at 97%. Note that these are early data points which are being managed through ongoing waste management and education. Data is being collected in the Terra Verde As Built Resource Usage Tracker (Waste).

<sup>36</sup> Due to the scope of works, this target does not apply to the Initial and Early Works package. However, it is noted that the package has implemented several opportunities to maximise Portland Cement reduction by prioritising the use of recycled additives in concrete components where possible.

<sup>37</sup> Tunnels South, percentage reduction Portland cement from base case, 2025: Value is an estimate which is based on the percentage of total supplementary cementitious material (SCM) relative to the total cementitious material content (SCM and OPC) across all concrete use on the project. The package is considered as Progressing, based on forecast of 38% reduction, as reported to SRLA in contractor sustainability reports in 2025.

<sup>38</sup> Tunnels North, percentage reduction Portland cement from base case, 2025: Value is an estimate which is based on the percentage of total supplementary cementitious material (SCM) relative to the total cementitious material content (SCM and OPC) across all concrete use on the project. The package is considered as Progressing, based on a forecast of 55% reduction as reported to SRLA in contractor sustainability reports in 2025.

Status Legend: NA Not applicable NS Not started ✅ Progressing 🟢 Well progressed 🔍 On Watch

<sup>39</sup> Tunnels South, reduction in lifecycle impacts of materials, 2025: The package is considered as Progressing, based on the current design forecast and modelling for the IS v2.1 Rating Tool credit Rso-6 (Material Life Cycle Impact Measurement and Management) provided to SRLA in 2025. The package is estimated to achieve a 31% reduction. This estimation is limited by the early stage of the works and modelling of data.

<sup>40</sup> Tunnels North, percentage reduction lifecycle impacts of materials, 2025: The package is considered as progressing, based on the current design forecast and modelling for the IS v2.1 Rating Tool credit Rso-6 (Material Life Cycle Impact Measurement and Management). Data sourced from modelling (GHG&LCA Model) submitted to SRLA as part of Sustainability Specialist Report (Rev B).

<sup>41</sup> Due to the scope of works, this target does not apply to the Initial and Early Works package. However, it is noted that the package is required to maximise steel from accredited suppliers under the Australian Steel Institute Environmental Sustainability Charter.

<sup>42</sup> Tunnels South, percentage reinforcing steel (permanent works) sourced from certified suppliers, 2025: The package is considered as Progressing due to qualitative updates regarding steel procurement, provided in meetings with SRLA in 2025. Due to the early stage of works a quantitative figure has not yet been provided in contractor sustainability reports. Note that monitoring of progress on procurement is ongoing.

<sup>43</sup> Tunnels North, percentage reinforcing steel (permanent works) sourced from certified suppliers, 2025: Value is not available due to limited data collected in 2025 at this early stage of the project construction. Note that value is to be estimated based on the percentage of steel incorporated from steel making facilities which have a currently valid and certified ISO 14001 Environmental Management System in place. Note that monitoring of progress on procurement is ongoing.

<sup>44</sup> Due to the scope of works, this target does not apply to the Initial and Early Works package. However, it is noted that the package is required to source all timber plywood from the Forest Stewardship Council or Australian Forest Certification Scheme.

<sup>45</sup> Initial and Early Works, Recycled First Plan submitted, 2025: Package is considered to be Progressing on the basis that the Recycled First Plan and associated reporting has concluded as of December 2025. Note that a Materials Innovation Plan has not been prepared for this package of works.

<sup>46</sup> Tunnels South, Recycled First Plan and Materials Innovation Plan, 2025: The package is considered as Well progressed, with both plans submitted to and approved by SRLA, in 2025.

<sup>47</sup> Tunnels North, Recycled First Plan submitted, 2025: Package is considered to be Progressing on the basis that the Recycled First Plan has been issued for use in September 2025. Draft Materials Innovation Plan has been prepared by Terra Verde in 2025. Status has been selected on the design to date, with limited as-built data available for 2025.



Clayton open space



## Transport and mobility

### Objectives:

- SRL East will promote improved public transport patronage by maximising connectivity and interchange capabilities between modes of transport and walking and cycling.
- Urban design principles, objectives, measures and benchmarks will be implemented to ensure active transport is prioritised and the design of the public realm spaces maximises connections to precinct walking and cycling routes.
- Opportunities for electric bike charging infrastructure will be considered in the detailed design stage.

### Aligned United Nations (UN) Sustainable Development Goals (SDGs):



### Transport and mobility sustainability data for Initial and Early Works, Tunnels South and Tunnels North

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
15% of parking at the Stabling Facility is dedicated to (and marked for) fuel-efficient vehicles (<5L/100km efficiency), with a minimum of 5% for motorcycle parking	Percentage parking dedicated to fuel efficient vehicles	% (# spaces)	15%	Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		
5% of parking at the Stabling Facility is dedicated to electric vehicles (EV's) and charging infrastructure is provided for each space	Percentage parking dedicated to electric vehicles	% (# spaces)	5%	Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		
Provision of infrastructure at each station cycle hub to allow at least 5% of cycle parking spaces to charge electric bicycles at the same time at Day 1, with future allowance to allow at least 10% of parking space to charge electric cycles at the same time	Percentage bicycle spaces dedicated to electric bicycle charging points (Day 1)	% (# spaces)	5%	Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		

**Status Legend:** NA Not applicable    NS Not started    Progressing    Well progressed    On Watch



## Community and social legacy

### Objectives:

- SRL East will create jobs and add significant social and economic value to the Victorian economy.
- SRL East will promote equity, diversity and inclusion and deliver a legacy of skills, learning, expertise, and experience.
- SRL East will provide a positive legacy to the local and wider community. Ongoing engagement is integral to SRL East's development.
- SRL East will minimise negative impacts on the community and local businesses during construction and operation.
- SRLA and its contractors will maximise opportunities for employing under-represented groups and procuring from Social Benefit Suppliers.
- Support the Victorian Government's commitment to social procurement, gender equality and Aboriginal self-determination.

### Aligned United Nations (UN) Sustainable Development Goals (SDGs):



### Community and social legacy sustainability data for Initial and Early Works, Tunnels South and Tunnels North<sup>48</sup>

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
Identify places of historical and cultural significance and commit to put in place appropriate protection and interpretation strategies	Development of strategies to protect and interpret heritage/culture and achievement against these	# spaces		Initial & Early Works	NA	
				Tunnels South	✓	✓
				Tunnels North	✓	✓ <sup>50</sup>
Develop project wide legacy aspirations and outcomes that leverage benefits for the local community, including local Aboriginal peoples	Development of legacy targets with community/Indigenous groups	Qualitative summary		Initial & Early Works	✓	✓ <sup>51</sup>
				Tunnels South	NA	
				Tunnels North	NA	

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025	
Support job creation for priority groups and add value to Victoria's economy by supporting social benefit suppliers	Support towards job creation for priority groups and of social benefit suppliers	Qualitative summary		Initial & Early Works	NA	✓ <sup>52</sup>	
				Tunnels South	✓	✓ <sup>49</sup>	
				Tunnels North	✓	✓	
Social Procurement Plans for SRL East will set targets, approaches, and requirements for this objective that are reflective of relevant Government policies including: Victoria's Social Procurement Framework, Building Equality Policy, Local Jobs First Policy.	Support towards relevant government policies including: Victoria's Social Procurement Framework			Initial & Early Works	NA	✓ <sup>52</sup>	
				Tunnels South	✓	✓ <sup>49</sup>	
				Tunnels North	✓	✓	
	Support towards relevant government policies including: Victoria's Building Equality Policy				Initial & Early Works	NA	✓ <sup>52</sup>
					Tunnels South	✓	✓ <sup>49</sup>
					Tunnels North	✓	✓
Support towards relevant government policies including: Local Jobs First Policy.				Initial & Early Works	NA	✓ <sup>52</sup>	
				Tunnels South	✓	✓ <sup>49</sup>	
				Tunnels North	✓	✓	
Corresponding commitments and initiatives will be developed with industry, relevant service providers, formally recognised Traditional Owners and community organisations, and will be informed by market analysis. Progress will be monitored through embedded contractual targets and regular reporting	Contractual targets outlined in Project Specifications and Technical Requirements	%		Initial & Early Works	NA		
				Tunnels South	✓	✓ <sup>49</sup>	
				Tunnels North	✓	✓	

<sup>48</sup> SRLA is responsible for its own target to actively engage with Aboriginal community and Traditional Owners on SRLA-wide matters. Traditional owners are a key project stakeholder on impacts to Country.

<sup>49</sup> Tunnels South, Community and Social Legacy Sustainability Data, 2025: Data sourced from Social Procurement and Stakeholder reporting requirements to SRLA including Social Impact Annual Report 2025. Development of strategies to protect and interpret heritage/culture and achievement against these, 2025: Package is considered to be Progressing on the basis that the protection of historical and cultural significance during construction is being managed through the Worksite Environmental Management Plan.

<sup>50</sup> Tunnels North, development of strategies to protect and interpret heritage/culture and achievement against these, 2025: Package is considered to be Progressing on the basis that the protection of historical and cultural significance during construction is being managed through the Construction Heritage Management Plan (CHMP), Archaeological Management Plan, and Unexpected Heritage Discovery Protocol. Data sourced from Contractor 6-monthly Sustainability Report.

<sup>51</sup> Initial and Early Works had a corresponding requirement to implement at least 2 initiatives that generate positive social and/or environmental outcomes; this was achieved through tree planting days, Clean Up Australia Days and volunteer days with Kingston City Council and Monash City Council to support planting and weeding activities.

<sup>52</sup> Initial and Early Works achieved significant outcomes in their employment of women, Aboriginal people and Priority Jobseekers, under Victoria's Social Procurement Framework as reported in the Social Procurement Performance Reports throughout delivery. Significant outcomes were also realised for Social Benefit Suppliers (Aboriginal owned & managed businesses and social enterprises). This was unintentionally not included in previous reports.

Status Legend: NA Not applicable NS Not started ✓ Progressing ✓ Well progressed 🔍 On Watch



## Health and wellbeing

### Objectives:

- SRL East will provide well-designed buildings that are comfortable, accessible, safe, and attractive.
- Buildings will be designed with a high-quality internal and external environment considering acoustic, thermal and visual comfort as well as air quality, promoting health, productivity and occupant wellbeing.

### Aligned United Nations (UN) Sustainable Development Goals (SDGs):



### Health and wellbeing sustainability data for Initial and Early Works, Tunnels South and Tunnels North

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
Good indoor air quality will be provided to primary workspaces and passenger areas.	Summary of package achievement of Green Star Credit 10	Qualitative summary		Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		
Natural light will be maximised to station entrances and concourses	Percentage station entrance and concourse with adequate daylight as a proportion of the primary areas of the building (sqm)	%		Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		
Stabling facility workplaces will have high daylight factors	Percentage Stabling Yard workplace with access to daylight/view	%		Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		



## Environmental protection and enhancement

### Objectives:

- SRL East will strive to protect and enhance the environment, minimise and control emissions to air, land and water, and better manage the human-environment relationship.
- SRL East will actively seek to avoid, minimise and mitigate environmental harm through compliance with environmental obligations outlined in applicable planning approvals, supported by robust Environmental Management Systems.
- Urban design principles, objectives, measures and benchmarks will be developed and implemented to ensure that opportunities for ecosystem enhancement and green infrastructure are investigated and where possible, habitat created, and biodiversity enhanced to complement connected and adjoining sites.

### Aligned United Nations (UN) Sustainable Development Goals (SDGs):



### Environmental protection and enhancement sustainability data for Initial and Early Works, Tunnels South and Tunnels North

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
Lighting design complies with AS 4282 'Control of the Obtrusive Effects of Outdoor Lighting' and lighting within the public realm to include luminaires that have an upward light output ratio (ULOR) <5%	Percentage external/ outdoor lighting that complies with AS 4282	%	100%	Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		
Stabling facility workplaces will have high daylight factors	Percentage public realm lighting which has upward light ratio output of <5% (by # fittings)	%	<5%	Initial & Early Works	NA	
				Tunnels South		
				Tunnels North		
SRL East will replace double the amount of tree canopy removed as a result of construction in each local government area by 2050 (refer to the relevant EPR and Tree Canopy Replacement Plan)	Total ratio of tree canopy increase (by 2050)	Ratio/%		-	✔ <sup>53</sup>	
				-		
				-		

<sup>53</sup> SRLA is delivering on this target.

**Status Legend:** NA Not applicable    NS Not started    ✔ Progressing    ✔ Well progressed    🔍 On Watch



## Resilience and climate change

### Objectives:

- SRL East will be designed to be resilient to climate change and natural hazards and to support a resilient transport network that can adapt in changing circumstances.
- To achieve this, SRL East will:
  - Identify and implement adaptation measures to manage climate change and natural hazard risks across design, construction and operations.
  - Investigate opportunities to support or enhance broader resilience of the transport network.
- Delivery partners will:
  - Update the SRL climate change and natural hazards risk assessment and develop an adaptation plan applicable to their scope of work, and
  - Treat all 'very high' and 'high' risks.
- To provide a healthy outdoor environment, and minimise the urban heat island effect:
  - The proportion of the station sites and stabling facility surface areas comprised of vegetation or other reflective features will be maximised.

### Aligned United Nations (UN) Sustainable Development Goals (SDGs):



### Resilience and climate sustainability data for Initial and Early Works, Tunnels South and Tunnels North

SRL East Sustainability Targets	Metric	Unit	Target	Package	2024	2025
Undertake a climate change and natural hazards risk assessment and develop an adaptation plan applicable to their scope of work	Qualitative summary of status of risk assessment and Climate Change Resilience Plan	Qualitative summary	100%	Initial & Early Works	NA	
				Tunnels South	✓	✓ <sup>54</sup>
				Tunnels North	NS	✓ <sup>55</sup>
Adaptation measures to treat all 'significant' and 'high' risks are identified and implemented, with no residual 'significant' or 'high' risks remaining after treatment	Identification of climate risks and potential treatment measures	#		Initial & Early Works	NA	
				Tunnels South	✓	✓ <sup>56</sup>
				Tunnels North	NS	✓ <sup>57</sup>
The proportion of the station sites and stabling facility surface areas comprised of vegetation or other reflective features will be maximised	Percentage of available area covered by vegetation and reflective surfaces			Initial & Early Works	NA	
				Tunnels South	NA	
				Tunnels North	NA	

<sup>54</sup> Tunnels South, qualitative summary of status of risk assessment and Climate Change Resilience Plan, 2025: The package is considered as Well Progressed, with both the Climate Change Risk Assessment and Climate Change Resilience Plan submitted to and approved by SRLA in 2025.

<sup>55</sup> Tunnels North, qualitative summary of status of risk assessment and Climate Change Resilience Plan, 2025: Package is considered to be Well Progressed on the basis that a climate change and natural hazard risk assessment workshop was undertaken in early 2025, and the Climate Resilience and Adaptation Action Plan was submitted to and approved by SRLA in August 2025.

<sup>56</sup> Tunnels South, identification of climate risks and potential treatment measures, 2025: The package is considered as Progressing. Risks and treatment measures have been identified in the Climate Change Risk Assessment, and based on the current design, at works completion, no residual 'very high' or 'high' risks are expected. Note that monitoring of risks and treatment measures is an ongoing action.

<sup>57</sup> Tunnels North, identification of climate risks and potential treatment measures, 2025: Package is considered to be Progressing on the basis that one high risk was identified along with adaptation measures to treat the risk. Based on the current design, once the project is complete, it is expected to have no residual 'very high' or 'high' risks remaining. Note that monitoring of risks and treatment measures is an ongoing action. Data sourced from Climate Resilience and Adaptation Action Plan Rev 00, Sustainability Specialist Report Appendix M.

# Appendix A: Meeting our requirements – sustainability reporting

## SRLA has set requirements on its sustainability disclosures to drive accountability, transparency and positive outcomes for the community and environment.

The appendices of this report are written to demonstrate how SRLA is meeting its sustainability reporting requirements. These requirements are set out by several sustainability rating tools – particularly the Infrastructure Sustainability Council (ISC) Rating Scheme for this stage of the SRL East project. Sustainability reporting requirements are based on the Infrastructure Sustainability Council of Australia IS v2.1 (or later) – Gold rating – for infrastructure scope.

### Scope of reporting

To achieve our EPR requirements, and as part of the IS Rating Scheme, SRLA is required to publicly report on its sustainability performance each year, no later than six months after the end of the reporting period, that is by 30 June 2026. The data presented in this report cover the calendar year 1 January 2025 to 31 December 2025. This report covers all packages of works which have been contracted for more than six months during the 2025 calendar year. The purpose of data presented in this report is to communicate the impacts of the project on SRLA's material sustainability objectives and targets. Sustainability performance is presented for individual work packages as well as for the project as a whole.

Reporting has commenced for three work packages that have been initiated for this project – Initial and Early Works, Tunnels South and Tunnels North. Additional work packages will be required to report on sustainability as contracts are awarded in the future. Future packages will include two works packages to build the SRL East stations, and a Linewide package to build the fleet of high-tech SRL trains and signalling system, and to operate and maintain the SRL East network.

### Data collection

The information presented in this report is based on sustainability reports provided to SRLA by work package contractors responsible for delivering Initial and Early Works, Tunnels South and Tunnels North. Please note Initial and Early Works have completed their scope of works as of December 2025 and their status is reflective of the outcomes achieved at project completion. In 2026 Initial and Early Works will be closing operations and will not be reporting data in the 2026 report. SRLA has established a framework for sustainability reporting which requires contractors to complete monthly, 3-monthly and 6-monthly sustainability reports. This ensures consistency in sustainability reporting to SRLA, in accordance with SRLA's Environmental Management System, sustainability rating tools, SRLA's sustainability objectives and targets, as well as contractual targets to drive improvements and innovation in sustainability performance. Sustainability reporting enables SRLA to track progress on sustainability targets on a regular basis and identify where performance targets may be at risk.

The information presented in this report includes both measured and estimated data for construction and operational impacts. This includes quantitative data measured during on-site audits and sourced from relevant documentation such as Bills of Materials (BoM). Values presented in this report have been rounded to the nearest whole number to increase readability.

Due to the early stage of the project, there are some instances where quantitative measured data are not yet available for some performance metrics. To provide information on SRLA's progress towards these metrics, estimated data have been provided in footnotes where available. Footnotes provide context on how estimated data have been calculated, including any assumptions that have been made as the basis of calculations. Some estimated data provide a forecast of how the project expects to perform on a given performance metric by the end of project completion, based on the latest information and modelling available from design or construction planning information.

The purpose of forecasted estimated data is to demonstrate that sustainability initiatives have been identified and integrated into the design of the project. It is noted that estimated data serves as an indicator for progress tracking purposes, and data will be updated and refined each year as the project progresses towards completion.

For each sustainability focus area, SRLA has established internal procedures and guidelines to increase the accuracy, comparability and verifiability in data collection, calculations and analysis. These documents are aligned with international best-practice standards set by organisations such as ISO, PAS or Australian Standards, where applicable. For example, the SRL East Carbon Management Procedure is designed to ensure that carbon emissions calculations are accurately and consistently captured between different work packages.

Data have been subject to SRLA's internal systems and controls to verify the accuracy and quality of data. This includes engaging with contractors to clarify the basis for calculations and assumptions for estimated data. The basis for calculations is in the footnotes below data tables. The status of sustainability performance presented in this report is cumulative and accurate as of December 2025. We aim to achieve all listed construction targets by the end of construction.

The quality and content of this report has been independently audited by a Suitably Qualified Professional (SQP). The SQP considers the Global Reporting Initiative (GRI 2021) principles to evaluate the report. The GRI principles include balance, clarity, comparability, completeness, sustainability context, timeliness and verifiability.

# Appendix B: Sustainability objectives and targets development

This report presents the status of performance against our sustainability objectives and targets for SRL East in 2025.

SRLA set ambitious targets in 2022 based on input from stakeholders and the community, as well as technical sustainability assessments. Our objectives and targets guide our design and building guidance for our contractors, to deliver sustainable outcomes across all major works.










## Key sustainability milestones

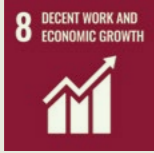






# Appendix C: SRLA sustainability actions, objectives & targets mapped to the United Nations Sustainable Development Goals

**Table 1: SRLA 2025 Actions that contribute to the United Nations Sustainable Development Goals (SDGs)**



SRLA Sustainability Category	Aligned SDGs	SRLA Sustainability Actions
<b>Leadership</b>	 	<ul style="list-style-type: none"> <li>- In 2025, SRLA reported on sustainability to achieve an IS v2.1 - Gold rating from the Infrastructure Sustainability Council (ISC) for the tunnelling packages and continued to work with the Green Building Council of Australia (GBCA) with which we registered the stations in 2021. Registration is for GS Buildings v1A or later - minimum 5 Star rating - for each station and Operational Control Centre.</li> <li>- As part of SRLA's commitment to leadership in sustainability we are exploring ways to integrate renewable and innovative energy solutions into the project. A detailed feasibility study for implementing geothermal energy in SRL East was completed in 2025 and in 2026 we will release information that will provide vital learnings for the industry on its application in rail infrastructure.</li> <li>- Tunnels South shared progress and insights into innovative sustainable concrete outcomes at several external industry events in 2025, including Concrete Institute of Australia (Victorian Branch) and the Australian Tunnelling Society. SRLA shared our approach to sustainability, carbon-based incentives and sustainability ratings at several conferences including IS Connect, Melbourne Build 2025, ecologiQ Greener Infrastructure Conference 2025.</li> <li>- Tunnels South submitted their IS v2.1 Design rating submission to the ISC in late 2025, with an outcome expected in mid-2026.</li> <li>- Tunnels South has been officially recognised by the International Symposium on Ground Freezing, as the world's first project to integrate an artificial ground freezing framework into the early project design phase to improve engineering efficiency, sustainability and constructability at a large scale.</li> </ul>

SRLA Sustainability Category	Aligned SDGs	SRLA Sustainability Actions
<b>Energy &amp; carbon</b>	    	<ul style="list-style-type: none"> <li>- Tunnels South has used a range of electric equipment, including an electric forklift, an electric boom, elevated work platforms and solar light towers. To reduce carbon emissions from transport between work sites, Tunnels South installed three charging points on site and is using electric light vehicles and an electric minibus. These initiatives have contributed to saving an estimated 8000 litres of fuel in 2025 alone.</li> <li>- Tunnels North has procured electric and hybrid plant and equipment for a range of applications, such as passenger vehicles, tunnel multi-service vehicles, lighting towers, battery-powered generators, cross passage excavators, and cross passage shotcrete pumps. These initiatives have contributed to saving an estimated 51,000 litres of fuel.</li> <li>- Initial and Early Works sourced all electricity during construction from 100 per cent renewable energy including site offices and electric plant and equipment. This has resulted in 837 tonnes of carbon emissions saved over the course of the project.</li> </ul>
<b>Water</b>	   	<ul style="list-style-type: none"> <li>- SRLA has set a minimum project target of 10 per cent potable water to be replaced by non-potable water during construction and operation, with further targets applied to station buildings and the stabling facility. Water use is currently being reduced on worksites by selecting water-saving equipment and applying polymer binders to excavated soil. This reduces the need for water carts and mitigates the impacts of dust around the site and on the community.</li> <li>- Tunnels South have used 1668kL of water from non-potable sources to date, used in a range of dust suppression, demolition and excavation works in construction.</li> <li>- Initial and Early Works implemented a range of initiatives to reduce potable water during construction, these include the use of dust suppression polymers, installing a water recycling and treatment plant, re-use of barrier water, and water re-use in drilling.</li> </ul>




SRLA Sustainability Category	Aligned SDGs	SRLA Sustainability Actions
<b>Materials &amp; waste</b>		- Two of the TBMs for Tunnels South will be repurposed in Victoria after helping build Sydney Metro. Repurposing such a massive, materials intensive piece of equipment supports circular economy outcomes.
		- Initial and Early Works has diverted 99 per cent of clean spoil and 96 per cent of non-hazardous waste from landfill, and reused topsoil and fill where possible.
		- Over 38,000 tonnes of supplementary cementitious materials (SCMs) in concrete were implemented across all Initial and Early Works project sites which enabled significant reductions in carbon emissions.
<b>Transport &amp; mobility</b>		- Tunnels South has used a significant amount of recycled materials across their worksites, including over 300,000 tonnes of recycled aggregates, 3000 tonnes of asphalt, 320 tonnes of recycled crushed glass and 5 tonnes of recycled High-Density Polyethylene (HDPE) plastic pipe.
		- Tunnels South and Tunnels North have sourced over 7700 and 800 tonnes of steel respectively, from certified responsible steel makers.
		- In partnership with UPPAREL, Tunnels South have recycled over 100 kilograms of unused personal protective equipment (PPE) that would have otherwise gone to landfill.
		In preparation for major construction, SRL East contractors have ensured connectivity in the precincts through new streets and traffic signals, and active transport route rebuilds. This is to improve traffic, pedestrian and cycling safety measures during major construction.

SRLA Sustainability Category	Aligned SDGs	SRLA Sustainability Actions
<b>Community &amp; social legacy</b>		- Across SRL East, as of the end of December 2025 the project has:
		- procured from over 100 certified Victorian Social Benefit Suppliers (67 Aboriginal owned and managed businesses, 42 Social Enterprises and 7 Australian Disability Enterprises)
		- employed 237 Victorian Aboriginal people
		- employed 679 Victorian priority jobseekers
		- saw women work 18.5 per cent of all labour hours on Tunnels North and South; predominantly as civil, environmental and geotechnical engineers
		- engaged 93 apprentices, 106 trainees and 196 cadets.
		- In accordance with the Local Jobs First Act (2003), SRLA's main works contracts contain Local Industry Development Plans (LIDP) and respective targets as they relate to local content. The LIDP's are evaluated during the procurement phase of each delivery package, with respective commitments captured within the executed agreements. During delivery, main works contractors are required to report progress against their respective targets, as well as highlighting initiatives and sustainability outcomes as they relate to local content.
	- Tunnels South's world first all-women TBM crew is well underway. Of the over 900 applicants, 14 women were recruited, and the first group has started their Certificate III in Civils (Tunnels stream), including a school-based apprenticeship program.	
		- Aboriginal business Fast Lanes Designs, owned by Wurundjeri and Dja Dja Wurrung man Hayden Roberts was engaged by Tunnels North to design artwork that will feature on site vehicles and the cutterheads of two of Tunnels North TBMs.
		- SRLA is tracking its contractors' commitments for employing Victorian women, Aboriginal people, priority jobseekers, apprentices, trainees and cadets which are all on track and growing as the project advances.
		- In early 2025, Tunnels South launched the BuildHER initiative, designed to connect, empower and inspire all women at Suburban Connect. This is one way Tunnels South are delivering on their Gender Equity Action Plan and making a lasting change in the construction industry.
		- Tunnels North partnered with social enterprise Empowered Women in Trades to deliver the 'Kicking Goals in Trades' event to 130 students at Brentwood Secondary College in Glen Waverley.


<sup>1</sup>The term Aboriginal acknowledges the formally recognised Traditional Owners of the Country in the project area. The term used in this context is inclusive of Aboriginal and/or Torres Strait Islander peoples who live, work, and learn in the project area.


SRLA Sustainability Category	Aligned SDGs	SRLA Sustainability Actions
Health & wellbeing	  	Not applicable to scope of works in 2025, but will be reported on in future years

SRLA Sustainability Category	Aligned SDGs	SRLA Sustainability Actions
Environmental protection & enhancement		- In 2025, SRLA in partnership with local councils progressed the Tree Canopy Replacement Program. SRLA and Kingston City Council signed an agreement for council to plant trees across the municipality to provide double the tree canopy removed due to SRL East construction works, building on the similar agreement with Whitehorse City Council in 2024.
		- Representatives from SRLA and Initial and Early Works collaborated with the Kooyongkoot Alliance in July for a tree planting day to plant native species at a location close to the project area along Gardiners Creek. The group planted over 500 native plants, supporting biodiversity and enhancing habitat restoration.
		- Tunnels North donated trees and vegetation that were required to be removed for the construction of the emergency support facility. Logs and mulch have been donated to Brandon Park Primary School and Waverley Meadows Primary School, with some also provided to Monash Civic Centre.
		- In 2025, SRLA launched the Buzzing Burbs initiative, a program to create more friendly places for native pollinators including birds, bees, bats, butterflies, and other wildlife. The program will support healthy ecosystems, biodiversity, climate resilience and habitat connectivity. Seed packs for Scented Paperbark ( <i>melaleuca squarrosa</i> ) were shared with the community at spring events.
		- As part of the Buzzing Burbs program, and in an Australian first of its kind, Tunnels South trialled a 'living' hoarding (growing construction barrier). The 100 per cent recycled textile mesh wrap is fixed to regular timber hoarding and is seeded with native pollinator plant species to attract and improve habitat. See report cover photo for the results.
		




SRLA Sustainability Category	Aligned SDGs	SRLA Sustainability Actions
Resilience & climate change	  	<ul style="list-style-type: none"> <li>- SRLA has developed several climate change scenarios for the life of SRL East through to 2150 and is tracking the associated project risks.</li> <li>- Tunnels North and Tunnels South have completed a Climate Change Risk Assessment and prepared a Climate Resilience and Adaptation Action Plan, with ongoing integration of risks and mitigation measures. Based on this work, the current design for Tunnels South and Tunnels North is expected to have no residual 'very high' or 'high' climate change risks.</li> </ul>

**Table 2: SRLA Sustainability Objectives & Targets mapped to the United Nations Sustainable Development Goals (SDGs)**

SRLA Sustainability Category	Aligned SDGs	SRLA sustainability objectives	SRLA sustainability targets
Leadership	 	<ul style="list-style-type: none"> <li>- Sustainability rating systems will be used to drive, verify and benchmark progress in sustainability during planning, design and construction</li> <li>- SRLA will work with delivery partners and stakeholders to develop innovative approaches, technologies and industry capacity in particular to realise emission reduction opportunities.</li> </ul>	<p><b>Minimum sustainability ratings of:</b></p> <ul style="list-style-type: none"> <li>- Infrastructure Sustainability Council of Australia IS v2.1 (or later) – Gold rating – for infrastructure scope</li> <li>- Green Building Council of Australia GS Buildings v1A or later- minimum 5 Star rating- for each station and operational control centre</li> <li>- National Australian Built Environment Rating System (NABERS) Energy rating of 6-star for the operational control centre.</li> </ul> <p>Contractual targets to drive improvements and innovation.</p>










SRLA Sustainability Category	Aligned SDGs	SRLA sustainability objectives	SRLA sustainability targets
Energy & carbon	    	<ul style="list-style-type: none"> <li>- In line with Victoria's Climate Change Strategy (2021), SRL East will reduce energy use and carbon emissions during construction and operation. SRL East will support innovative and cost effective approaches to passive design, energy efficiency, on and off-site renewable energy sources and procurement.</li> </ul>	<p><b>In construction:</b></p> <ul style="list-style-type: none"> <li>- Reduce upfront or embodied emissions from materials and the supply chain by at least 20% and develop the markets low carbon construction capabilities</li> <li>- 20% reduction in construction GHG emissions</li> <li>- All electrical fixed construction plant (i.e. site accommodation, lighting, ventilation, water treatment plant) to be powered with 100% renewable electricity</li> <li>- All tunnel boring machines (TBMs) to be powered with 100% renewable electricity</li> <li>- Maximise the use of electrical construction plant</li> <li>- Maximise the use of alternative low carbon fuel sources.</li> </ul> <p>An offsets strategy will be developed to consider the role of offsets in further mitigating the construction and upfront emissions footprint.</p> <p><b>In operation:</b></p> <ul style="list-style-type: none"> <li>- Minimum 20% reduction in operational energy use</li> <li>- All rail infrastructure, stations and buildings will be powered with 100% renewable electricity, in line with Victorian Government commitments</li> <li>- SRL East buildings and rail infrastructure will be designed to operate fossil fuel free</li> <li>- A minimum of 20% energy for stabling facility operation will be sourced from onsite renewable sources</li> <li>- SRL East will be carbon neutral in operation and SRLA will prepare a Carbon Neutrality Strategy for operations, using Australian Carbon Credit Units (ACCUs) or other equivalent quality offsets recognised by the Victorian Government.</li> </ul>



SRLA Sustainability Category	Aligned SDGs	SRLA sustainability objectives	SRLA sustainability targets
Water	   	<ul style="list-style-type: none"> <li>- SRL East will be designed to minimise the use of potable water, and maximise opportunities for reuse of rainwater, stormwater, wastewater and groundwater</li> <li>- All above ground sites will be designed to deliver integrated water management (IWM) solutions and water sensitive urban design (WSUD).</li> </ul>	<p><b>Potable water usage reduction (Construction and Operation)</b></p> <ul style="list-style-type: none"> <li>- 10% potable water replaced with non-potable water during construction and during operation</li> <li>- 45% potable water operational demand reduction (stations)</li> <li>- 80% potable water replaced with non-potable water (stabling facility train wash).</li> </ul> <p><b>Stormwater management</b></p> <p>The Integrated Water Management Strategy for SRL East sets objectives, targets, and requirements aligned with this objective.</p>
Materials & waste	  	<ul style="list-style-type: none"> <li>- SRL East will reduce the environmental impact of material use by embedding a circular economy philosophy and exploring opportunities for reducing embodied impacts of materials selection</li> <li>- Material resource efficiency in the design, construction and operational phases will be pursued, along with opportunities for reducing the embodied impacts in material selection and maximising the beneficial reuse of spoil and other waste materials.</li> </ul>	<p><b>Operational waste:</b></p> <ul style="list-style-type: none"> <li>- Recycle or reuse 80% of the waste generated during operations</li> <li>- 60% by volume of office waste (includes paper, cardboard, plastics and food waste) is diverted from landfill.</li> </ul> <p><b>Reduce material's environmental impact</b></p> <p>Reduce waste during the construction phase:</p> <ul style="list-style-type: none"> <li>- Divert at least 95% of construction and demolition waste from landfill, and reuse topsoil and fill where possible.</li> </ul> <p>SRLA will reduce the impacts of materials across SRL East by:</p> <ul style="list-style-type: none"> <li>- Reducing the amount of cement in concrete by at least 35%</li> <li>- Measuring and reducing material lifecycle impacts by at least 15% as measured by the appropriate IS or Green Star materials lifecycle calculator</li> <li>- 80% steel will be sourced from responsible makers</li> <li>- 95% timber will be sourced from certified source or reused.</li> </ul> <p>Seek opportunities to include recycled and reused content via the Recycled First Plans and Materials Innovation Plans.</p>

SRLA Sustainability Category	Aligned SDGs	SRLA sustainability objectives	SRLA sustainability targets
<b>Transport &amp; mobility</b>	  	<ul style="list-style-type: none"> <li>- SRL East will promote improved public transport patronage by maximising connectivity and interchange capabilities between modes of transport and walking and cycling.</li> <li>- Urban design principles, objectives, measures and benchmarks will be implemented to ensure active transport is prioritised and the design of the public realm spaces maximises connections to precinct walking and cycling routes.</li> <li>- Opportunities for electric bike charging infrastructure would be considered in the detailed design stage.</li> </ul>	<ul style="list-style-type: none"> <li>- 15% of parking at the stabling facility is dedicated to (and marked for) fuel-efficient vehicles (&lt;5 L/100 km efficiency), with a minimum of 5% for motorcycle parking</li> <li>- 5% of parking at the stabling facility is dedicated to electric vehicles (EVs) and charging infrastructure is provided for each space</li> <li>- Provision of infrastructure at each station cycle hub to allow at least 5% of cycle parking spaces to charge electric bicycles at the same time at Day 1, with future allowance to allow at least 10% of parking spaces to charge electric cycles at the same time.</li> </ul>

SRLA Sustainability Category	Aligned SDGs	SRLA sustainability objectives	SRLA sustainability targets
<b>Community &amp; social legacy</b>	        	<ul style="list-style-type: none"> <li>- SRL East will create jobs and add significant social and economic value to the Victorian economy. SRL East will promote equality, diversity and inclusion and deliver a legacy of skills, learning, expertise and experience</li> <li>- SRL East will provide a positive legacy to the local and wider community. Ongoing engagement is integral to SRL East's development</li> <li>- SRL East will minimise negative impacts on the community and local businesses during construction and operation</li> <li>- SRLA and its contractors will maximise opportunities for employing underrepresented groups and procuring from social benefit suppliers</li> <li>- Support the Victorian Government's commitment to social procurement, gender equality and Aboriginal self-determination.</li> </ul>	<p><b>Legacy</b></p> <ul style="list-style-type: none"> <li>- Identify places of historical and cultural significance and commit to apply appropriate protection and interpretation strategies</li> <li>- Develop project wide legacy aspirations and outcomes that leverage benefits for the local community and local Aboriginal peoples<sup>1</sup></li> <li>- Actively engage with Aboriginal community and Traditional Owners on SRLA-wide matters</li> <li>- Support job creation for priority groups and add value to Victoria's economy by supporting social benefit suppliers.</li> </ul> <p>In addition, the Social Procurement Plans for SRL East will set targets, approaches, and requirements for this objective that are reflective of relevant government policies including:</p> <ul style="list-style-type: none"> <li>- Victoria's Social Procurement Framework</li> <li>- Building Equality Policy</li> <li>- Local Jobs First Policy.</li> </ul> <p>Corresponding commitments and initiatives will be developed with industry, relevant service providers, formally recognised Traditional Owners and community organisations, and will be informed by market analysis. Progress will be monitored through embedded contractual targets and regular reporting.</p>

<sup>1</sup>The term Aboriginal acknowledges the formally recognised Traditional Owners of the Country in the project area. The term used in this context is inclusive of Aboriginal and/or Torres Strait Islander peoples who live, work, and learn in the project area.

SRLA Sustainability Category	Aligned SDGs	SRLA sustainability objectives	SRLA sustainability targets
Health & wellbeing	  	<ul style="list-style-type: none"> <li>- SRL East will provide well-designed buildings that are comfortable, accessible, safe, and attractive.</li> <li>- Buildings will be designed with a high-quality internal and external environment considering acoustic, thermal and visual comfort as well as air quality, promoting health, productivity and occupant wellbeing.</li> </ul>	<p><b>To provide a healthy indoor environment:</b></p> <ul style="list-style-type: none"> <li>- Good indoor air quality will be provided to primary workspaces and passenger areas</li> <li>- Natural light will be maximised to station entrances and concourses</li> <li>- Stabling facility workplaces will have high daylight factors.</li> </ul>
	     	<ul style="list-style-type: none"> <li>- SRL East will strive to protect and enhance the environment, minimise and control emissions to air, land and water, and better manage the human-environment relationship.</li> <li>- SRL East will actively seek to avoid, minimise and mitigate environmental harm through compliance with environmental obligations outlined in applicable planning approvals, supported by robust environmental management systems.</li> <li>- Urban design principles, objectives, measures and benchmarks will be developed and implemented to ensure that opportunities for ecosystem enhancement and green infrastructure are investigated and where possible, habitat created, and biodiversity enhanced to complement connected and adjoining sites.</li> </ul>	<p><b>Light pollution:</b></p> <ul style="list-style-type: none"> <li>- Lighting design complies with AS 4282 'Control of the Obtrusive Effects of Outdoor Lighting' and lighting within the public realm to include luminaires that have an upward light output ratio (ULOR) &lt;5%</li> </ul> <p><b>Ecological considerations:</b></p> <ul style="list-style-type: none"> <li>- SRL East will replace double the amount of tree canopy removed as a result of construction in each local government area by 2050 (refer to the relevant EPR and Tree Canopy Replacement Plan).</li> </ul> <p>EPR compliance obligations for SRL East will set targets, strategies and plans for this objective.</p>

SRLA Sustainability Category	Aligned SDGs	SRLA Sustainability Objectives	SRLA Sustainability Targets
Resilience & climate change	  	<p>SRL East will be designed to be resilient to climate change and natural hazards and to support a resilient transport network that can adapt in changing circumstances.</p> <p>To achieve this, SRL East will:</p> <ul style="list-style-type: none"> <li>- Identify and implement adaptation measures to manage climate change and natural hazard risks across design, construction and operations.</li> <li>- Investigate opportunities to support or enhance broader resilience of the transport network.</li> </ul> <p>Delivery partners will:</p> <ul style="list-style-type: none"> <li>- Update the SRL climate change and natural hazards risk assessment and develop an adaptation plan applicable to their scope of work, and</li> <li>- Treat all 'very high' and 'high' risks.</li> </ul> <p>To provide a healthy outdoor environment, and minimise the urban heat island effect:</p> <ul style="list-style-type: none"> <li>- The proportion of the station sites and stabling facility surface areas comprised of vegetation or other reflective features will be maximised.</li> </ul>	<p><b>Climate Change Resilience</b></p> <ul style="list-style-type: none"> <li>- Undertake a climate change and natural hazards risk assessment and develop an adaptation plan applicable to scope of work</li> <li>- Adaptation measures to treat all 'very high' and 'high' risks are identified and implemented, with no residual 'very high' or 'high' risks remaining after treatment.</li> </ul> <p><b>Urban Heat Island Effect (UHIE)</b></p> <p>The proportion of the station sites and stabling facility surface areas comprised of vegetation or other reflective features will be maximised.</p>

