

HCMT Pakenham East Depot Sustainability Report FY25



March 2026

Pakenham East Depot FY25 Update

Following the delivery of the 70th High Capacity Metro Train (HCMT) set in FY24, the Pakenham East Depot transitioned into the long-term maintenance phase of the fleet. This milestone marks a shift in operational focus, with Downer continuing to uphold technical standards while also contributing to broader industry and state transport development.

As the HCMT project nears its final operational readiness milestones for Metro Tunnel services, Downer has worked with the Metro Tunnel Project team to ensure the fleet is prepared for passenger operations in late 2025. The HCMTs will be the only trains operating through the new tunnel. This includes ensuring the HCMT doors operate seamlessly with the newly introduced platform screen doors along Victoria's Metro. The platform doors are intended to improve safety, efficiency, and passenger comfort.

Pakenham East Depot has also participated in improving safety standards in the rail industry by supporting the Australian Rail Industry Standards Organisation (ARISO) and Monash University in revising and testing new standards in real world applications. Improving benchmarks for lighting performance reduces the likelihood of collisions, improve operational reliability and protect both passengers and staff. The specifics of these trials can be found in the case study at the end of this report.

Additionally, construction of the new Light Service Facility (LSF) at Calder Park has been completed. Strategically located on the Sunbury line, the LSF will support light maintenance and minor repairs for the HCMT fleet, improving operational efficiency and reducing reliance on the Pakenham East Depot. Designed to accommodate both current 7-car and future 10-car HCMT sets, the facility strengthens Downer's through-life-support capability and supports the long-term sustainability of Melbourne's rail network.

SUSTAINABILITY PERFORMANCE

Pakenham East Depot commenced the implementation of the Infrastructure Sustainability Operations rating at the start of 2023 and is currently completing year 3 of the rating period (2025). The following section reviews progress against the stated sustainability targets and objectives for Pakenham East Depot



Sustainability Performance (1 of 4)

Commitment	Target	Status	Details
Embed Sustainability into the Business	Achieve an 'Excellent', target score of 50 points, Operations IS Rating by 2026	On Track	<ul style="list-style-type: none"> • The Infrastructure Sustainability (IS) Rating Scheme is an industry-compiled sustainability performance rating scheme evaluating planning, design, construction, and operation of all infrastructure asset classes in all sectors linking industry, communities and commerce beyond regulatory standards. The IS Rating Scheme is developed and administered by the Infrastructure Sustainability Council (ISC). • Currently the project is in Year 3 (of a 3 Year program) of implementing the Operations rating requirements and tracking well against the milestone schedule. Key activities include: <ul style="list-style-type: none"> ○ 42 points verified at the time of reporting ○ Year 2, round 1 verification complete and year 2, round 2 submission completed. ○ All scheduled assurance activities were completed. ○ Year 3 submission planning commenced.
Support local community	Victoria apprenticeships during the maintenance phase of at least 2.5 per cent	On Track	<ul style="list-style-type: none"> • Currently have 8 apprenticeships across the workforce which equates to 8%.

Sustainability Performance (2 of 4)

Commitment	Target	Status	Details
Biodiversity restoration	20 per cent increase in vegetative cover and 20 per cent decrease in weed cover in the retained fauna habitat and conservation buffer within 15 years.	On Track	<ul style="list-style-type: none"> Increase to 94% vegetative cover and 25% decrease in weed cover, as reported in the Annual EPBC compliance report Pakenham East Depot.
Sustainable procurement	Minimum of 80% local content (ANZ) (in accordance with Victorian Industry Participation Policy (VIPPP) requirements) for trains.	On Track	<ul style="list-style-type: none"> The Project is prioritising local content (ANZ). The reporting phase for this target commences in FY26 inline with the first year of full maintenance payment phase (MPP).
	Significant decisions to be assessed through a multi-criteria analysis where at least one non-financial criterion is weighted at least 20 per cent.	On Track	<ul style="list-style-type: none"> In year 3 of operations, the Pakenham East Depot did not make any significant decisions to be assessed.
	All high impact subcontractors / suppliers will be evaluated for environment and sustainability management capability.	On Track	<ul style="list-style-type: none"> In year 3 of operations the Pakenham East Depot did not engage any high impact subcontractors or suppliers.

Sustainability Performance (3 of 4)

Commitment	Target	Status	Details
Meeting legislative requirement	No regulatory infringements, including Penalty Infringement Notices and prosecutions. 100 per cent compliance with statutory approvals.	Achieved	<ul style="list-style-type: none"> • 0 Regulatory Infringements • 100 per cent compliance with Statutory Approval
Environmental Management System	Complete internal environmental audits in accordance with the pre-planned audit schedule and pass the audits.	Achieved	<ul style="list-style-type: none"> • 100 per cent compliance with the Internal Audit Schedule and Management Reviews of the Environmental Management Systems.
Review Sustainability Performance	Review Sustainability Management Plan annually and the effectiveness of the Environmental Management System via management reviews twice a year.	Achieved	<ul style="list-style-type: none"> • Sustainability Management Plan review and the Environmental Management System review are compliant with the annual review schedule.
Economic Outcomes for the State	Achieve minimum reliability target of 50,000km MDBSAF (Mean Distance Between Service Affecting Failures). Achieve 100 per cent availability.	Achieved	<ul style="list-style-type: none"> • The Fleet Final Acceptance reliability target is 50,000 MDBSAF and was achieved May 2025.

Sustainability Performance (4 of 4)

Commitment	Target	Status	Details
Resource Optimisation	Achieve a reduction in water use.	Abandoned	<ul style="list-style-type: none"> The project is monitoring water use however it has been identified that there is limited opportunity to reduce water use and GHG emissions. The facility already has LED lighting, sensors, recycled water, no irrigation, drought resistant planting. More than 90% of the emissions for the facility are attributed to electricity.
Resource Optimisation	Achieve a reduction in GHG emissions.	Abandoned	
Mimimise Waste	Landfill diversion targets of: <ul style="list-style-type: none"> 25 – <50% of inert and non-hazardous waste by weight 	On Track	<ul style="list-style-type: none"> The Project is on average diverting 30% of inert and non-hazardous waste from landfill.
Continuous Improvement	Improve the IS Operations rating score annually for Year 1, Year 2, and Year 3	On Track	<ul style="list-style-type: none"> The project has achieved 42 points to date. Additional credits will be targeted in year 3 to improve the operations ratings score. The final target score is 50 points.

CASE STUDY

Testing of luminance contrast measures to improve train visibility at level crossings.
Conducted as part of a targeted review of Australian Rail Industry Standards Organisation (ARISO) Standard - AS 7531 Rolling stock lighting and visibility.



Development of AS 7531 Rolling stock lighting and visibility **Downer**

Pakenham East Depot recently supported the Australian Rail Industry Standards Organisation (ARISO) and the Monash University, Institute of Rail Technology (Monash IRT) to conduct luminance contrast testing. The testing was conducted in response to recommendations made in the Monash IRT report (commissioned by ONRSR) for improving rolling stock visibility at level crossings.

The aim of the testing was to evaluate the average luminance of front facing areas of rolling stock and the background viewing circumstances to determine various luminance contrast measurements.

The test plan involved the use of a locomotive imitation model and specialised measurement equipment to simulate varying backgrounds and weather conditions. The team participated in a human factor survey to capture perceptual responses under different testing scenarios.

In adopting these measures, Registered Training Organisations (RTOs) will have improved levels of train conspicuity when traversing level crossings. It is anticipated that the new luminance contrast measures will be included in the revised version of AS 7531 Rolling stock lighting and visibility, to be published in April 2026. Improving benchmarks for lighting performance reduces the likelihood of collisions, improve operational reliability and protect both passengers and staff.



