Phase Two of the Report to the Federal Department of Infrastructure Transport and the Regions has identified the route for HSR, connecting Melbourne, Canberra, Sydney and Brisbane with stops at other regional centres, will cost $114 billion to build. The projected benefits make this a marginal economic investment from a transport point of view; however there are wider benefits to society and the environment. The purpose of this seminar is to contribute towards the national debate on the East Coast High Speed Rail proposal and to identify and quantify these broader benefits and costs.

9.45 -10.00  **Arrive / Register**

10.00 -10.10  **Welcome**
Professor Graciela Metternicht, Director, Institute of Environmental Studies

10.10 -10.15  **Seminar Program**
Chair:
Professor John Black, Emeritus Professor of Transport Engineering; Research Fellow, IES

10.15 -11.00  **Keynote Address**
John Alexander, MP Bennelong
Adam Bandt, Deputy Leader, The Greens, MP Melbourne

11.00-11.30  **Presentation 1:**
Technological Potential and Impact of HSR and Maglev and Operational Performance: Energy Consumption, Noise and Environment
Gen Okajima, General Manager, Central Japan Railway Co.

11.30-12.00  **Presentation 2:**
High Speed Rail: Benefits for the Nation
Dr Noel Child, NG Child and Assoc.

12.00-12.30  **Presentation 3:**
Environment: Energy emissions and external costs
Assoc.Professor Philip Laird, University of Wollongong

**BREAK/Refreshments**

13.00-13.30  **Presentation 4:**
Value Capture at Railway Stations
Russell Lister, Management Consulting, Hill International (Australia)

**CLOSURE**
Institute of Environmental Studies
Over the last 20 years the Institute of Environmental Studies (IES) has contributed to the global vision of sustainable development which we see as socio-economic development that protects and enhances the environment and social justice. Through world-class innovative research and interdisciplinary teaching in environmental studies and management we are responding to the challenges of the 21st century.

Seminar Chair:
Professor John Black, IES Research Fellow, is a former Head of the School of Civil and Environmental Engineering at the University of New South Wales and is the Emeritus Professor of Transport Engineering. He is a Japan Science for the Promotion of Science Fellow in 2010-2011, and a Visiting Professor at the Centre for North East Asian Studies, Tohoku University, Japan.

Keynote Address
Bio: John Alexander, MP Bennelong, John Alexander, known as “JA” across the nation, is the Federal Member for Bennelong. JA entered federal politics in 2010 reclaiming John Howard’s former seat for the Liberal Party. Since his election to Parliament JA has balanced his local duties with a role leading a Liberal Party Sustainable Cities Policy Taskforce together with Brisbane MP Jane Prentice, as well as performing detailed policy research on preventative medicine and mortgage deductibility. John serves on the Coalition Policy Committees on Foreign Affairs, Defence & Trade and also the Regional Affair, Infrastructure and Transport.

Bio: Adam Bandt is a Greens MP and the Federal Member for Melbourne. He was elected in 2010 when he made history by becoming the first Greens MP elected to the House of Representatives at a general election. Adam was elected Deputy Leader in April 2012 and is the federal Greens spokesperson on industrial relations, banking, science and industry spokesperson. He was also participant in the government’s Multi-Party Committee on Climate Change.

Presentation 1:
Building the Backbone of the Nation -The Japanese Experience
Bio: Gen OKAJIMA is the representative of the Sydney office of the Central Japan Railway Company (JRC). JRC is the owner, operator and innovator of the world’s first high speed rail. After earning his Shinkansen drivers licence, he led a wide range of teams from human resource to business promotion. Prior to assuming his role in Sydney, he was the manager of the Human Resource Department of the Shinkansen Division, responsible for examining and prioritizing all projects within the Shinkansen Division with extensive knowledge of maintaining and improving its high quality high speed rail system.

Abstract: A look at HSR in action - it's impact on people, society and regional development, the benefits it brings, and what Australia can learn from the Japanese experience.

Presentation 2:
High Speed Rail: Benefits for the Nation
Bio: Noel Child is a successful business and technical professional with over 35 years’ experience in a variety of senior public and private sector appointments and assignments, and with particular expertise in transport, energy, environmental and sustainability issues, including the review, assessment and
evaluation of high speed rail technologies and applications. He has post graduate qualifications in both engineering and commercial disciplines; has been involved in the evaluation of potential high speed rail applications in Australia and internationally for both the public and private sectors, and has provided input on high speed rail applications to a number of major transport, urban and regional development studies.

Abstract: In many ways the consideration of high speed rail in Australia has carried with it the imprimatur of failure. An idea and a concept that has captured a clear public appetite for nation building and development, but likewise an idea that has proved just a little too big for those who have sought to harness its political appeal. In large part, the repeated outcome has been a fire walling of the need for any potentially bold political decision with the predestination of high costs and limited benefits. And as simply a transport mode introduced to compete with minimally priced discount air fares between Sydney and Melbourne, or Sydney and Brisbane, the conventional wisdom of that pre destined economic failure may well have been soundly based. But high speed rail in Australia, and particularly along the country’s east coast corridor, should be seen as much more than a competitor for discount air travel. With innovative funding and implementation; with design and routing linked to future needs rather than historical conventions; and with a purpose that serves the needs of both our cities and our regions, high speed rail is capable of delivering a very valuable and perhaps essential national dividend. This presentation explores the nature of that national dividend, and the mechanisms and benefits that will need to be captured to make high speed rail a reality in Australia.

Presentation 3:

Environment: Energy emissions and external costs

Bio: A/Prof Philip Laird of the University of Wollongong is a Fellow of the Chartered Institute of Logistics and Transport, a Companion of the Institution of Engineers Australia and inaugural National Chairman of the Railway Technical Society of Australasia. In 2010, he completed a project for the CRC for Rail Innovation on High Speed Rail. This project examined the energy use and benefits of a future East Coast High Speed Rail network in Australia.

Abstract: High Speed Rail or HSR with electric passenger trains using steel wheels on steel rails has been reviewed yet again in Australia. On the 10 top routes of the Melbourne-Sydney and Sydney-Brisbane corridors, if HSR was in place by 2020, HSR could reduce the use of aviation fuel by over 450 million litres each year. Based on European estimates, the potential reduction of external costs resulting from diversion from planes to HSR in Eastern Australia could be $540m per annum by 2020 and over 200 slots would have been released at Sydney Airport.

Presentation 4:

Value Capture at Railway Stations

Bio: Russell Lister is a Director of McLachlan Lister, and Group Practice Leader, Management Consulting for parent company, Hill International Inc. He has thirty years of international experience in program and project management of major capital works projects, and is one of a small select group of senior infrastructure project advisors used by the NSW Government on a semi-continuous basis.

Abstract:

- Rail Funding Trends and Challenges
- Property Development at Stations
- Value Capture Concept
• Implementation Process
• Risks and Challenges