ACT Government
Major Projects Canberra

Our Ref: MCPFOI2024/04

Schedule 2.2(a)ii
[redacted]

via email: Schedule 2.2(a)ii [redacted]

Dear Schedule 2.2(a)ii [redacted]

FREEDOM OF INFORMATION REQUEST

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the Act), received by Major Projects Canberra (MPC) on 9 May 2022, in which you sought access to:

" I write to request, under the Freedom of Information Act 2016, copies of the following documents:

1. *All communication, including correspondence, meeting minutes and transcripts, briefs and media talking points between TCCS, the Transport Minister and his office and the Federal Department of Infrastructure relating to the announcement on the 7th of December, 2023 of an additional $125m for stage 2A of the Light Rail project.*
2. *All communication, including correspondence, meeting minutes and transcripts and briefs in relation to the business case and cost benefit analysis between TCCS and the Federal Department of Infrastructure regarding 50/50 funding between the ACT Government and Commonwealth Government for Light Rail stage 2A.*
3. *All feedback from the Federal Department of Infrastructure regarding the ACT Governments proposals for funding for light rail stage 2A and communication between TCCS and the Ministers office regarding the feedback from the Department of Infrastructure. "*

Authority

I am an Information Officer appointed by the Chief Projects Officer under section 18 of the Act to deal with access application made under Part 5 of the Act.

Decision on access

Searches were completed for relevant documents and sixteen (16) documents were identified that fall within the scope of your request.

I have included as **Attachment A** to this decision the schedule of relevant documents. This provides a description of each document that falls within the scope of your request and the access decision for each of those documents.

My decision in relation to the documents relevant to your request is summarised as follows:

- Full release of two (2) documents;
- Partial access to five (5) documents;
- Withhold access to nine (9) documents

My decision is detailed further in the following statement of reasons.

Statement of Reasons

In making my decision on disclosing government information, I must identify all relevant factors in schedules 1 and 2 of the FOI Act and determine, on balance, where the public interest lies. In reaching my access decision, I have taken the following into account:

Factors favouring disclosure in the public interest (Schedule 2, Section 2.1)

- Section 2.1(a)(i) - promote open discussion of public affairs and enhance the government's accountability; and
- Section 2.1(a)(ii) contribute to positive and informed debate on important issues or matters of public interest.
- (iv) ensure effective oversight of expenditure of public funds;

The release of this information may possibly help to create positive and informed discussions. I consider that disclosing the contents of the information sought could reasonably contribute to discussion of public affairs. I am satisfied that these are relevant considerations favouring disclosure in this case, and in the interests of enhancing open discussion, I afford them significant weight.

I also note MPC, and the ACT Government more broadly, have proactively released information under our Open Access Information program once Cabinet deliberations and government decisions have been finalised and are able to be announced.

Factors favouring non-disclosure (Schedule 1 Information disclosure of which is taken to be contrary to the public interest)

- Section 1.6 Cabinet information;

One document has been identified as being within the scope of your request, however, this document contains information that is considered to be contrary to the public interest under section 1.6 of Schedule 1 of the Act. This information is Cabinet information, which is exempt from release. The purpose of Cabinet information being exempt from release is to maintain the confidentiality of the Cabinet process and to uphold the principle of collective ministerial responsibility. This exemption was discussed in The Commonwealth v Northern Land Council [1993] HCA 24; (1993) 176 CLR 604 (21 April 1993). Paragraph 6 of the decision, states that:

"… it has never been doubted that it is in the public interest that the deliberations of Cabinet should remain confidential in order that the members of Cabinet may exchange differing views and at the same time maintain the principle of collective responsibility for any decision which may be made. "

Notwithstanding that MPC provided this information to the Department of Infrastructure, the information in this document is considered Cabinet information within section 1.6 of the Act as it is information which has been commissioned to inform Cabinet to guide its decision making and assist in its deliberations. It is therefore exempt from release under the Act.

Factors favouring non-disclosure in the public interest (Schedule 2, Section 2.2)

- Section 2.2(a) (ii) prejudice the protection of an individual's right to privacy or any other right under the Human Rights Act 2004

I consider that the protection of an individual's right to privacy, especially in the course of dealings with the ACT Government is a significant factor as the parties involved have provided their personal contact information for the purposes of working with the ACT Government. I have considered this information and in my opinion the protection of individuals' personal details outweighs the benefit which may be derived from releasing them. I note the names and contact details (excluding mobile phone numbers) of ACT Public Servants are generally provided under the ACT Freedom of Information Act, however the operation of the Federal Freedom of Information Act generally withholds details of non Senior Executive Service employees. I have therefore decided to provide

details of ACT Public Service employees but withhold details of non Senior Executive Service Federal Public Servants.

- Section 2.2 (a)(x) prejudice intergovernmental relations;

The delivery of the Light Rail Stage 2A project and further planned extension of the Light Rail network requires ongoing discussions and negotiations with Federal Government Departments and Agencies. I have considered to ongoing nature of these discussions and have decided on balance that revealing the status of the discussions at this time would reasonably be considered to adversely affect ongoing intergovernmental negotiations. I give this factor significant weight and consider the release of information in relation to these discussions at this time to be contrary to the Public Interest at this stage.

Online Publishing – Disclosure Log

Under section 28 of the Act, MPC maintains an official online record of access applications called a disclosure log. Your original access application, my decision and documents released to you in response to you access application will be published in the MPC disclosure log three (3) days after the date of the decision. Your personal contact details will not be published. You may view the MPC disclosure log at https://www.act.gov.au/majorprojectscanberra.

Ombudsman Review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day that my decision is published in the MPC disclosure log, or a longer period allowed by the Ombudsman.

If you wish to request a review of my decision you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601
Via email: actfoi@ombudsman.gov.au

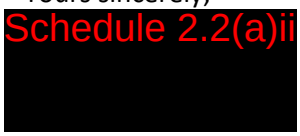
ACT Civil and Administrative Tribunal (ACAT) Review

Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to ACAT for review of the Ombudsman decision. Further information may be obtained from the ACAT at:

ACT Civil and Administrative Tribunal
Level 4, 1 Moore Street
GPO Box 370
CANBERRA CITY ACT 2601
Telephone: (02) 6207 1740
http://www.acat.act.gov.au

Should you have any queries in relation to you request, please contact me by telephone on (02) 6205 5288 or email MPCFOI@act.gov.au.

Yours sincerely,



Tania Shaw
Information Officer
Major Project Canberra
19 April 2024

ACT Government
Major Projects Canberra

FREEDOM OF INFORMATION REQUEST SCHEDULE

Please be aware that under the *Freedom of Information Act 2016*, some of the information provided to you will be released to the public through the ACT Government's Open Access Scheme. The Open Access release status column of the table below indicates what documents are intended for release online through open access.

Personal information or business affairs information will not be made available under this policy. If you think the content of your request would contain such information, please inform the contact officer immediately.

Information about what is published on open access is available online at: https://www.act.gov.au/majorprojectscanberra/home

FOI Reference Number	Request Details
MPCFOI2024/04	*I write to request, under the Freedom of Information Act 2016, copies of the following documents:* *1. All communication, including correspondence, meeting minutes and transcripts, briefs and media talking points between TCCS, the Transport Minister and his office and the Federal Department of Infrastructure relating to the announcement on the 7th of December, 2023 of an additional $125m for stage 2A of the Light Rail project.* *2. All communication, including correspondence, meeting minutes and transcripts and briefs in relation to the business case and cost benefit analysis between TCCS and the Federal Department of Infrastructure regarding 50/50 funding between the ACT Government and Commonwealth Government for Light Rail stage 2A.* *3. All feedback from the Federal Department of Infrastructure regarding the ACT Governments proposals for funding for light rail stage 2A and communication between TCCS and the Ministers office regarding the feedback from the Department of Infrastructure.*

Ref No.	No. of Folios	Description	Date	Status	Reason for non-release or partial release	Open Access release status
1.	-	Correspondence Chris Steel MLA to Hon Catherine King MP	27 June 2022	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
2.	-	Correspondence Hon Catherine King MP to Chris Steel MLA	28 July 2022	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
3.	1	External Input Request	4 August 2022	Full		Y

4.	**-**	Correspondence Chris Steel MLA to Hon Catherine King MP	24 August 2022	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
5.		Correspondence Hon Catherine King MP to Chris Steel MLA	25 October 2022	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
6.	**-**	Correspondence Chris Steel MLA to Hon Catherine King MP	10 February 2023	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
7.	**-**	Correspondence Hon Catherine King MP to Chris Steel MLA	23 June 2023	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
8.	**2-4**	Email correspondence	21 July 2023	Partial	Section 2.2(a)ii Personal Privacy	Y
9.	**5-52**	Rail Project Proposal Report Template	21 July 2023	Partial	Section 2.2(a)x Prejudice Intergovernmental Relations & Section 1.6 Cabinet Information & Section 2.2(a)ii Personal Privacy	Y
10.	**53 - 76**	Rail PCB TEMPLATE 2022/23	21 July 2023	Full		Y
11.	**77-78**	Email Correspondence	2 August 2023	Partial	Section 2.2(a)ii Personal Privacy	Y
12.	**-**	Correspondence Hon Catherine King MP to Chris Steel MLA	23 August 2023	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
13.	**-**	Correspondence Chris Steel MLA to Hon Catherine King MP	9 November 2023	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
14.	**79-80**	Email Correspondence	20 November 2023	Partial	Section 2.2(a)ii Personal Privacy	Y

15.	**81-83**	Email Correspondence	20 December 2023	Partial	Section 2.2(a)ii Personal Privacy	Y
16.	-	LRS2A Monthly Teleconference notes - December 2023	20 December 2023	Withheld	Section 2.2(a)x Prejudice Intergovernmental Relations	N
Total Number of Documents						
16						

ACT Government
Major Projects Canberra

External Input Request

Requestor: TCCS

Subject: Steel Meeting with Catherine King – 4 August

Reference number: 22/74582

Respond to: LRS2A Funding

Response:

- The ACT Government has committed to delivering light rail to Woden, with Light Rail Stage 2A between the City and Commonwealth Park being the immediate area of focus.
- The Stage 2 light rail project will be of direct benefit to the Commonwealth Government in terms of:
    - The value of the Commonwealth's own land holdings in the corridor;
    - Access to the Commonwealth Government's employment hubs in the corridor; and
    - Access to the Commonwealth Government's cultural facilities in the corridor.
- The Commonwealth Government previously committed $132.5m of funding to the "Stage 2A" light rail project. This is warmly welcomed, but now represents a minority of funding for the project. In this respect:
    - The Commonwealth Government's own planning requirements are a material component of the Stage 2A project's costs (including wire-free running and various design and landscaping features); and
    - The infrastructure market and construction costs have markedly changed since the original Commonwealth commitment.
- Given this project is of unique direct benefit to the Commonwealth Government and its assets, and given the context set out above, the ACT Government request that the Commonwealth re-direct funding from lower priority ACT projects to this important, city-shaping project.

From: Schedule 2.2(a)ii
To: Stephens, Hamish
Cc: Harman, Rebecca; Cahif, Ashley; Schedule 2.2(a)ii
Subject: Canberra Light Rail Stage 2A - Delivery PPR [SEC=OFFICIAL]
Date: Friday, 21 July 2023 3:38:21 PM
Attachments: image001.png
Rail PCB Template 2022-23 .xlsm
Canberra Light Rail Stage 2A - Development PPR - FINAL.PDF

OFFICIAL

Hi Hamish

As discussed in the recent teleconference this week, MPC is required to write a delivery phase PPR and submit it to the Department so we can brief the Minister and seek to release funding for the delivery phase. The PPR template is the same one that MPC completed for the development phase, and can be found on the following link:
https://investment.infrastructure.gov.au/resources-funding-recipients/national-partnership-agreement/national-partnership-agreement-project-templates

Please complete the Rail PPR for Stage 2A.

I have attached the current version of the rail PCB template that you should use for the delivery phase costings. This spreadsheet uses the agreed upon escalation rates for rail projects, and once completed, you will have the information needed in the right format to copy straight into the PPR. Using the PCB template makes your life easier and our life easier and is strongly recommended in the Notes on Administration (NoA).

You will need to complete and provide an Indigenous Participation Plan (IPP) for this stage of the Project and submit that to the Department for review and agreement prior to the PPR being submitted. The framework information and template for the IPP can be found on the following link:
https://investment.infrastructure.gov.au/resources-funding-recipients/indigenous-employment-and-supplier-use-infrastructure-framework

Another requirement for this phase of the Project is the inclusion of the Local Industry Participation Plan (LIPP). As we discussed at the meeting, I do believe the ACT Government as an established LIPP that covers the jurisdiction. I believe you will need to reach out and find a copy of this document and provide it as an attachment for the PPR and submit it to the Department of Industry. If the ACT Government does not have an established LIPP, one will need to be created for this Project specifically.

Other initial notes for you when drafting the delivery PPR:

- We will require updated BCR information for the delivery phase of the project. This was outlined in the development PPR that MPC would provide this in the next PPR. I understand that this might not be provided in the early drafts as it is likely to come along

around the same time as the costings.

- When it comes to completing project benefits please consider using a table to outline the benefits and then the metrics for measuring those benefits. This will assist both in the assessment of the PPR as well as at the end of the project with measuring performance in the PCR (Project Completion Report)
- For the project timetable, please outline the key delivery phase activity milestones. I would recommend thinking of this in the same way we would when creating a milestone schedule for this phase of the project. You could also, if you wish, provide two timeline tables, one specifically for the delivery phase activities and one with both the development and delivery combined, to give an overview of the entire project timeline.
- For the scope, please include the overall commitment scope of the project followed by the delivery phase scope specifically.
- For the signage guidelines, we currently do not have new guidelines published. Hopefully this happens prior to formal submission of this PPR, but if not, we can touch base and discuss arrangements between the Department and MPC on this matter.
- For attachments, please in-line reference them in the PPR itself as well as list them at the back of the PPR. I recommend lettering them and then corresponding that to the actual document names so it is easy to locate and match them up (i.e. Attachment A – CLRS2A Shape File. Attachment B – CLRS2A Delivery phase PCB etc.)
    - Do not worry if all the attachments are too large to email through. We can open a secure file transfer folder to accommodate large attachments if needed. Just let us know if we need to do this, so we can get it set up.

As always, happy to chat regarding any issues or questions you have around the PPR. Ash and Sarah Kelley did a lot of the leg work on the development phase PPR, so they too might be able to assist. Though I do note Sarah is leaving, or has left, for CMTEDD. For your convenience, I have attached the finalised development phase PPR, in case you want to refer to it quickly.

I think the approach we discussed of getting the PPR mostly finalised prior to be able to input the costings is a good idea, as this will help to minimise time before it can be formally submitted. Just remember that it may take a few drafts to get right and can take some time to draft, review and provide feedback. So the earlier you start, the better position we will be in to get this finalised on time.

Kind regards

Schedule 2.2(a)ii
Project Officer • ACT and Regional NSW • Land Transport Infrastructure Division
Schedule 2.2(a)ii
P Schedule 2.2(a)ii
GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONS

infrastructure.gov.au

I would like to acknowledge the traditional custodians of this land on which we meet, work and live.
I recognise and respect their continuing connection to the land, waters and communities.
I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

Rail Project Proposal Report Template

Project Name	*Canberra Light Rail – Stage 2A*
Version Number	*3*
Date submitted to the Department	*1 March 2022*

GUIDANCE NOTES

The purpose of the Rail Project Proposal Report (PPR) template is to set out the information required by the Department of Infrastructure, Transport, Regional Development and Communications (the Department) to support funding processes for proposed infrastructure investments.

Project proponents are to complete each section of the PPR to the extent possible and where possible the PPR template is to be completed in full. Noting that PPRs can be received at different stages of a Project's development the minimum information requirements for Projects based on Phase of development is set out below.

Scoping Phase	• The investigation of options available (including the option to do nothing) to address an identified transport problem/ opportunity, such as route selection for a bypass. • This Phase produces a preferred option and an estimated total Project cost. • For Scoping Phase PPRs the following questions are not mandatory: D2-D5; E4; G3; H2-H5.
Development Phase	• The refinement and further development of a specific Project including detailed planning, environmental approvals and community consultation, in order to bring a project to 'construction ready'. • This stage can include pre construction works such as land acquisition and ground clearing.
Delivery Phase	• The construction and delivery of a complete Project.

A. PROJECT OVERVIEW

This section provides a snapshot of the Funding Recipient and the Project to be assessed.

Proponent Details

A1 Entity Name

Major Projects Canberra

A2 Primary Project Contact

Name: Ashley Cahif

Position: Project Director

Phone: (02) 6205 1212

Email: Ashley.Cahif@act.gov.au

Postal Address: Callam Offices, 50 Easty Street Phillip ACT 2606

A3 Project Partners

- *Identify Federal, State or Local Government and/or private organisations making a financial or in-kind contribution.*

- The Australian Government, represented by the Infrastructure Investment Division, Department of Infrastructure, Transport, Regional Development and Communications
- ACT Government

Project Details

A4 Project Name

Project name must be used consistently across future stages of PPRs.

- Canberra Light Rail – Stage 2A

A5 Project Identification (ID)

Project ID is assigned by the Department. Project ID must be used consistently across future stages of PPRs.

- 110425-20ACT-NP

A6 Project Summary

A project summary should be prepared with potential publication on the Department's website in mind. The summary should be a maximum of 500 words in length and should cover the Project's:

- *Rationale/ objectives*
- *Location*
- *Key benefits*
- *Progress to date*

The light rail network is better connecting Canberra to meet the growing city's transport needs.

Building on the success of Stage 1 from Gungahlin to City, Stage 2 of light rail to Woden will provide the network's north-south spine.

Stage 2 of light rail to Woden is being constructed in two stages for a faster project delivery.

The first section of light rail to Woden (Canberra Light Rail – Stage 2A) involves extending the light rail network by 1.7 kilometres and includes three new stops (Edinburgh, City South and Commonwealth Park). This extension from Alinga Street through to Commonwealth Park will operate 'wire free'.

Extending the light rail network between the City and Commonwealth Park will assist with the following benefits:

- Reduced congestion
- Connected and compact city
- Improved access to employment and services
- Increased economic growth and diversification.

The Australian Government has committed support for the Project and has allocated $132.5 million in funding for Canberra Light Rail – Stage 2A.

Canberra Light Rail – Stage 2A is in the Development Phase which includes progressing design, project approvals and early works.

Supporting government strategies

The Project will assist deliver on the community objectives outlined in key ACT Government strategies. This includes:

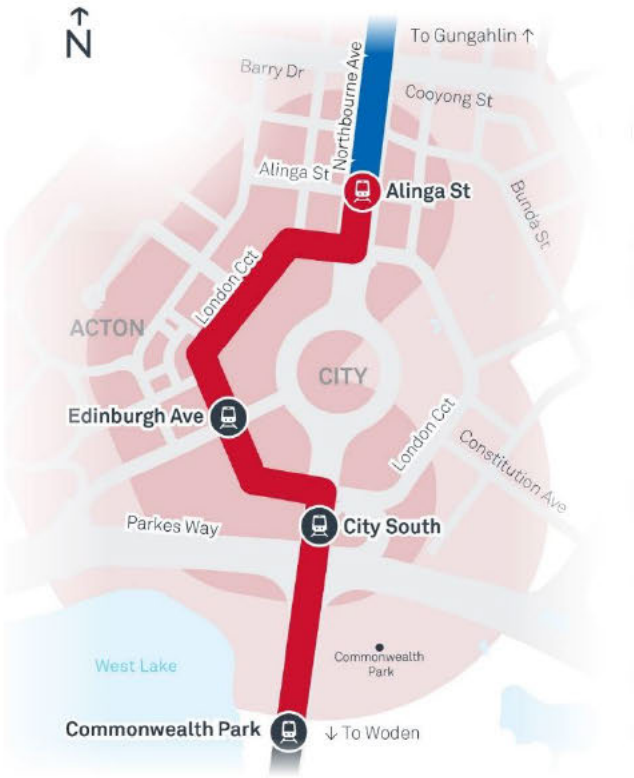
- **ACT Planning Strategy 2018:** The ACT Planning Strategy 2018 provides a plan to achieve a compact and efficient city, with 70 per cent of new urban development delivered as infill. Canberra's light rail will act as a key piece of infrastructure to guide urban intensification and create a high-quality public environment.
- **ACT Climate Change Strategy 2019-2025:** The ACT Climate Change Strategy 2019-2025 outlines Canberra's light rail, which runs on 100 per cent renewable energy, will make a significant impact toward reaching this goal by increasing public transport use across the city and taking more cars off the road.
- **ACT Transport Strategy 2020:** The ACT Transport Strategy 2020 identifies three priority areas to guide development of transport in the Territory – manage congestion, reduce emissions and support a compact and efficient city. Light rail will integrate with other transport modes along the alignment to encourage public transport over driving.
- **Zero-Emission Transition Plan for Transport Canberra:** The Zero-Emissions Transition Plan for Transport Canberra outlines the pathway to achieve the ACT Government's ambition of a zero-emission public transport system by 2040.

- **Transport for Canberra Policy:** A better transport network is integral to realising economic growth and diversification, urban renewal, and enhanced liveability and social inclusion in the ACT.

Progress to date

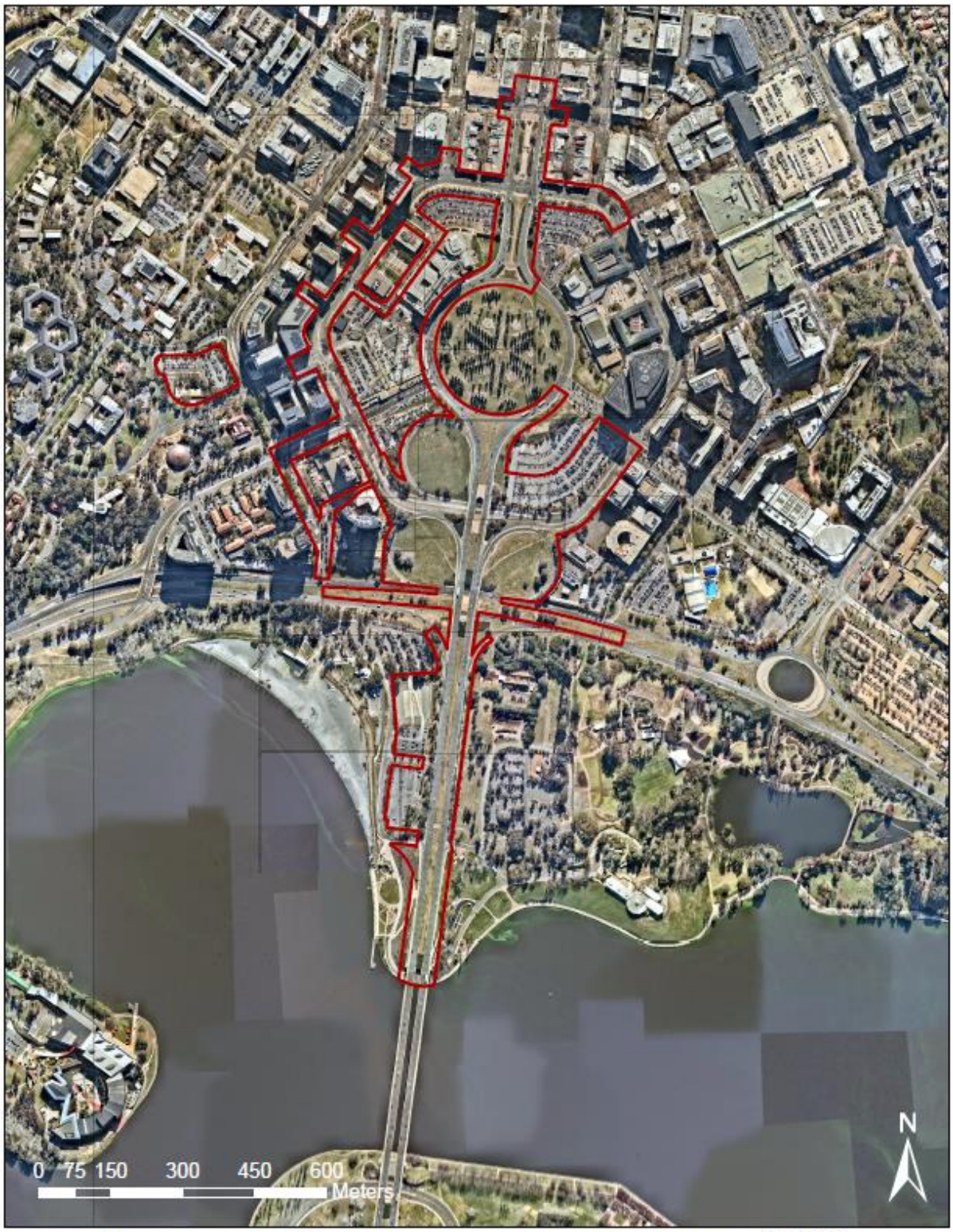
- **August 2019:** the ACT Government approved the City to Woden Light Rail: Stage 2A City to Commonwealth Park Business Case
- **February 2021:** Federal Environment Protection and Biodiversity Conservation Act (EPBC) approvals were obtained for Canberra Light Rail – Stage 2A and related project Raising London Circuit. Further planning approvals are underway for the Project from the National Capital Authority and the ACT Planning and Land Authority.

Image 1: Canberra Light Rail – Stage 2A



A7 Geographical Coordinates in Shapefile format if available (.shp, .shx, .dbf)

Provide geographical coordinates of the Project location or area under investigation.



Proposed Delivery Phase Area of Light Rail City to Commonwealth Park 11-2021

Scale: 1:10,000
Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

Proposed Delivery Phase Area

ACT Government
Major Projects Canberra

See ***Attachment 1****: Stage 2A Project Shape File* for more information.

A8 Corridor and section of the National Land Transport Network (if applicable)

Provide details of the National Land Transport Network's coverage of the Project location.

The National Land Transport Network is defined by the National Land Transport Network Determination 2020) available at: https://www.legislation.gov.au/Details/F2020L00851 .

If not applicable mark n/a.

N/A

A9 Related Projects

Provide details of other works, Projects or studies related to the proposed Project (please provide web links to studies where applicable).

This may include works related to the Project that are not considered 'Approved Purposes' under Section 2.1.3.2 of the NLT Act.

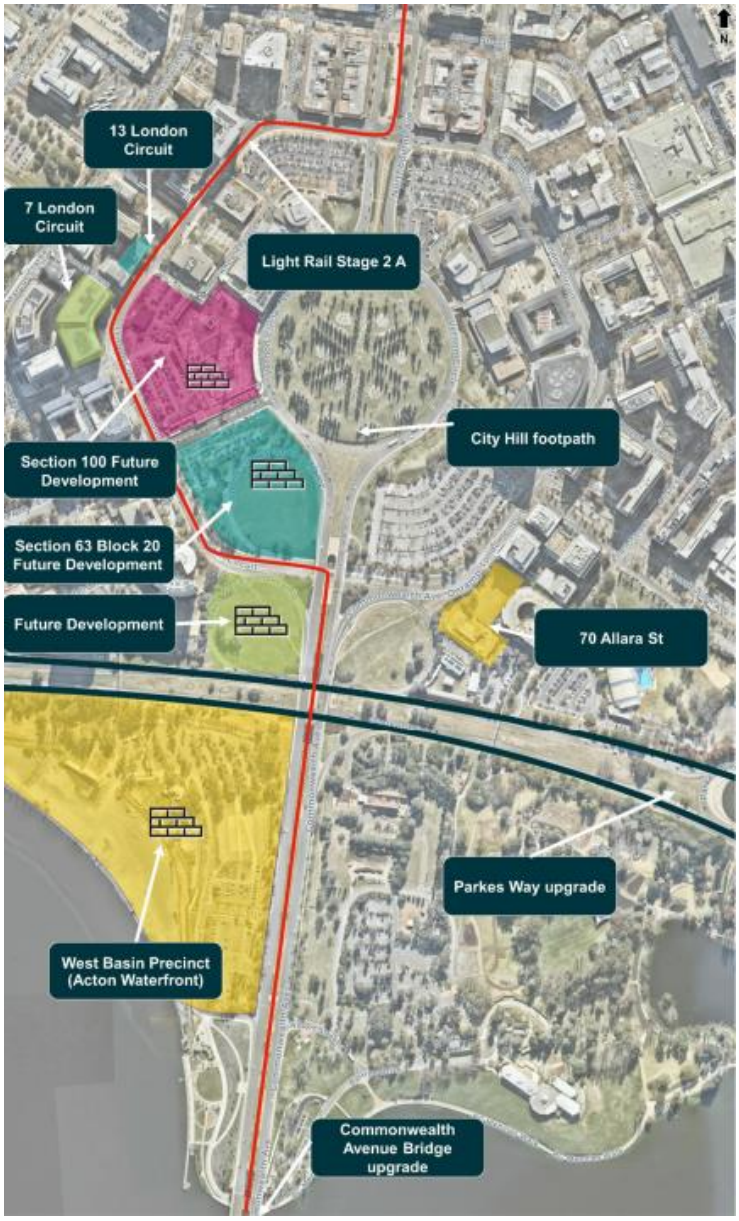
Project name	**Details**
Raising London Circuit	Major Projects Canberra (MPC) proposes to raise London Circuit between Edinburgh Avenue and Constitution Avenue to provide a new at-grade, signalised intersection with Commonwealth Avenue. London Circuit currently passes under Commonwealth Avenue in a grade separated interchange with ramp connections between Commonwealth Avenue, London Circuit and Parkes Way. The raising of London Circuit forms part of Canberra Light Rail – Stage 2A. **Website link:** https://www.act.gov.au/lightrailtowoden/home **Project approvals link:** https://www.nca.gov.au/consultations/rlc
Canberra light rail – Stage 1	The City to Gungahlin Project was the first stage of Light Rail delivery in Canberra, connecting the city centre to Gungahlin Town Centre. Canberra Light Rail Stage 2A will connect to the Alinga Street Station which was constructed as part of Stage 1. Stage 1 exceeded its patronage and public use forecasts. Together, light rail stages 1 and 2, will connect more of Canberra to the city centre and provide a direct connection from Woden to Gungahlin. The Canberra Light Rail – Stage 2A connection will increase southbound patronage by providing an additional three stops. **Website links:** https://www.canberra-metro.com.au/stage-1/ https://www.transport.act.gov.au/travel-options/light-rail

Canberra light rail – Stage 2B	Stage 2 of light rail is to be delivered in two components – Stage 2A between the City and Commonwealth Park on Commonwealth Avenue and Stage 2B between Commonwealth Park and Woden. Light rail vehicles will need to cross Lake Burley Griffin via a new bridge between the existing Commonwealth Avenue bridges, pass through Commonwealth land, travel past Parliament House and around State Circle and deliver light rail within a six-lane highway environment on Adelaide Avenue and Yarra Glen. Stage 2B is expected to deliver nine new stops from Commonwealth Park to Woden. The extension to Woden via State Circle East will give more workers the opportunity to commute by public transport, and make it easier for visitors to access national attractions and institutions. The Project is located on both Territory owned land and National Land, and crosses Territory and Commonwealth planning jurisdictions, meaning Stage 2B is subject to a range of multi-tiered approval processes. Given the Australian Government and National significance of the Parliamentary Vista and the Parliamentary Triangle, as well as the presence of Golden Sun Moth within the construction footprint, the proposed Light Rail Stage 2B was referred under the EPBC Act and was determined as a 'controlled action' requiring further assessment. The assessment approach for the proposal will be via an Environmental Impact Statement (EIS). **Website link:** https://www.act.gov.au/lightrailtowoden/about/building-light-rail/project-status
Commonwealth Avenue – Bridge Strengthening	The Commonwealth Avenue Bridge would be widened to accommodate active transport lanes, including upgrades to safety barriers. The load bearing capacity of the bridge would be increased to accommodate future traffic demands. These upgrades would extend the lifespan of the bridge by another 50 years. Construction is anticipated to commence in 2022. **Website link:** nca.gov.au/national-land/capital-works-overview/current-projects/commonwealth-avenue-bridge-upgrade
Section 100 Mixed use development	The Section 100 mixed-use development is proposed to be constructed between London Circuit and Vernon Circle, to the north of Edinburgh Avenue. The development would include commercial properties, retail spaces and private basement parking spaces. Construction has commenced. **Website link:** https://www.nca.gov.au/consultation/blocks-10-and-11-section-100-city-mixed-use-office-redevelopment
Acton Waterfront Renewal Land	The CRA is planning to reclaim a portion of Lake Burley Griffin along the West Basin, to re-align the lake edge with the 1918 Griffith Plan for the lake. The new West Basin precinct would include a mixture of commercial properties, cafes, tourist activities and accommodation. The waterfront promenade would be utilised by active transport with limited provision for cars. Landscaping of the waterfront to be conducted. Construction activities have commenced, and, for the purposes of this assessment, are anticipated to continue until 2026.

	Website link: https://www.act.gov.au/cityrenewal/places/Acton-Waterfront
Parkes Way Upgrade – Coranderrk Signalisation	The ACT Government is proposing the upgrade of the Parkes Way corridor between Glenloch Interchange and Kings Avenue. These works would include the signalisation of the Coranderrk and Parkes Way roundabout. The proposed works aim to improve road safety, capacity of the road network and access for active transport users. Construction is anticipated to commence in early 2022. **Website link:** https://www.act.gov.au/lightrailtowoden/traffic-disruptions/coranderrk-parkes-way-intersection
City Hill footpath	Construction of a new footpath between Edinburgh Avenue and Constitution Avenue on the inner verge of Vernon Circle. For the purposes of this assessment, construction is anticipated to occur in 2022. **Website link:** https://www.act.gov.au/cityrenewal/home
HTI Hotel Development (13 London Circuit)	Demolition of the existing hotel and construction of a new 16 storey hotel. For the purposes of this assessment, construction is anticipated to commence in 2022, for approximately 18 months. **Website link: N/A**
7 London Circuit, Knight Frank	A three-phase approach, the redevelopment of 7 London Circuit would involve the build-out of the existing building towards the verge, the pedestalisation of William Clement Street and landscaping. Construction is anticipated to commence in 2021. **Website link:** https://www.7london.com.au/about-ispt/
Geocon Development (70 Allara Street)	Approximately 7,640 m2 is available for future residential development. **Website link: N/A**
Section 63 Block 20 future development	The CRA is planning to construct a mixed-use development where the north west cloverleaf currently stands. The development would include residential, commercial and retail spaces. **Website link: N/A**
Theatre	The Canberra Civic and Cultural District is undergoing redevelopment. Plans for the Canberra Theatre would progress to detailed design late 2024. The redevelopment of the Theatre would likely increase the capacity of the Theatre and the public's experience of the place. For the purposes of this assessment, construction is anticipated to commence in 2024. **Website link:** https://www.act.gov.au/cityrenewal/places/city-centre/civic-arts-and-cultural-precinct
110472-20ACT-NP Parkes Way Upgrade – 'Planning and Design'	Planning for proposed upgrades to Parkes Way to improve accessibility and connectivity, and safety for all road users. **Website link:** https://investment.infrastructure.gov.au/projects/ProjectDetails.aspx?Project_id=110472-20ACT-NP

UNSW Development (Stage 1 / 2)	Development of landmark university campus facility on Constitution Avenue near Parkes Way. **Website link:** canberra.unsw.edu.au/the-campus/campus-master-plan/
Section 19 Development	The demolition of the existing landscape and redevelopment of the area into a mixed use residential and commercial space. For the purposes of this assessment, construction is anticipated to commence in 2024. **Website link:** https://www.nca.gov.au/development-control-plan/griffith-section-19-dcp-1202
Block 40 Development	Approximately 11,389 m2 is available for development on the corner of Northbourne Avenue and London Circuit. No construction is anticipated in the foreseeable future. The Section 100 mixed-use development is proposed to be constructed between London Circuit and Vernon Circle, to the north of Edinburgh Avenue. The development would include commercial properties, retail spaces and private basement parking spaces. **Website link:** https://www.act.gov.au/cityrenewal/places/land-release-program

Image 2: Identified proposals in proximity to the Project



B. PROJECT SCOPE

This section details how the problem or opportunity was determined, why it is eligible for Australian Government funding and the options the Funding Recipient explored before settling on the final Scope.

B1 Problem/ Opportunity Statement

Please describe the problem/ opportunity as a succinct statement that clearly identifies the cause and effect of the problem/ opportunity. Please include evidence and data to demonstrate the scale of the problem/opportunity and the need for Australian Government funding to address the problem and/or make the most of the opportunity.

The Project seeks to address the following challenges:

- Failure to invest in Canberra's liveability and economic connections will result in an inability to attract and retain people and businesses
- Inefficient use of existing land and infrastructure will lead to an unproductive and socially dislocated city
- There exists opportunity for public transport to be better used to better meet customer expectations and to meet the needs of a growing population
- Population growth, combined with high car dependency, will lead to a congested road network creating negative social, economic and environmental impacts.

Delivering the Project will assist address these challenges and help to achieve the ACT Government's vision for Canberra as a connected, compact and competitive city.

Evidence/data/additional information to support problem/opportunity

As Canberra grows, well-connected employment hubs, service centres and suburbs will be important in attracting and retaining new residents, businesses and investors. In the 2019 MERCER Liveability Ratings, Canberra scored below Sydney, Melbourne, Perth and Adelaide, the key gap being connectivity. Connectivity, including the ease of commuting to work, services, and places of interest, are important factors in maintaining Canberra's reputation for liveability as the population increases and employment intensifies in key hubs.

Canberra is a predominately low-density city, meaning economic benefits of density are not fully realised, including sufficient use of land and infrastructure, economies of scale and accessible labour markets. Canberra's projected population growth may exacerbate these issues if not addressed. Light rail reinforces major corridors and centres, providing a stable corridor for development and acting as a catalyst for urban renewal.

There is a significant opportunity to enhance the attractiveness of the current public transport system to encourage new users. Australian Bureau of Statistics (ABS) data shows that 74.9% of Canberra's working population travel by car. A continued reliance on car travel in Canberra is unsustainable, and investment is required to further stimulate public transport uptake. Projected population growth and high car dependency is forecasted to increase loading on key roads by up to 165% (Clunies Ross Street) between 2026 and 2046.

B2 Options Evaluation

What options are being considered/ were considered? These could include:

- *Mode;*
- *Alignment; and*
- *Capital intensive vs non-capital intensive options.*

Please also explain:

- *The process for evaluating the options and determining the preferred option*
- *How public participation helped inform the preferred option?*
- *Assumptions made in comparing options; and*
- *If the Project with the highest Net Present Value was not selected, explain why.*

Note: If the Project is Scoping Phase and seeking funding for studies such as Options Analysis and/or Business Case development that will include an investigation of the options this should be noted here with further detail provided in B3.

An options analysis was conducted in terms of both alignment and delivery in the 2019 Stage 2A Business Case (found at **Attachment 2**). As a continuation of an existing network, the options evaluation examined a smaller set of options than a standalone project.

Alignment options were considered in terms of the whole network, the whole of Stage 2 and Stage 2A specifically.

The ACT Government determined to proceed with City to Woden Light Rail as the next stage of Canberra's light rail network. It is proposed to be delivered in accordance with the priorities identified in the Light Rail Network Plan to:

- ensure the light rail network connects to other modes of transport and employment hubs
- invest in corridors where there is a future need
- shape the future growth of the city.

The City to Woden corridor was identified as a high priority due to its capacity to connect key residential, cultural, commercial and employment centres across the city using an integrated public transport network.

In 2017, the ACT Government undertook a range of scoping activities to understand the key considerations, risks, opportunities and objectives for City to Woden Light Rail. These activities led to the selection of several options for further analysis and stakeholder consultation. In 2018, options were presented to the Joint Standing Committee (JSC) inquiry in order to gain certainty around the approval process for traversing the Parliamentary Zone.

Following the JSC inquiry, additional guidance provided by the National Capital Authority (NCA), further technical analysis and deliberations by the ACT Government, three final route alignment options to Woden were considered. Following a comparative analysis of each route alignment's benefits and costs, technical feasibility, ability to obtain approvals and performance against the Project's objectives, it is recommended that the ACT Government continue with planning, design and other associated activities on the basis of a *State Circle East* alignment as the preferred route to connect light rail to Woden.

Delivery options were also considered to determine the preferred delivery approach for light rail in the City to Woden corridor. A staged delivery approach is recommended, with the first component of the City to Woden corridor, Stage 2A, to be delivered being from the existing light rail terminus at Alinga Street to Commonwealth Park.

In 2019, the community had another opportunity to provide feedback on the proposal through the EPBC Act referral process. MPC made referrals under the EPBC Act for both stages, which were publicly notified and open to comment.

Delivery options will continue to be explored in the Development Phase. Stakeholder feedback, technical investigations and the Project's approval process will also assist to identify options and refine the Stage 2A project design.

B3 Scope of Project Phase

Please outline, in as much detail as possible, and in conjunction with the advice on phases, outlined below, the Scope of the Project, Scope could include:

- *Type of work being undertaken (extensions, level crossing removals, station upgrades etc.);*
- *Kilometres of rail being upgraded/constructed;*
- *Flood immunity standard for Project;*
- *Type of report that will be produced – Study, Business Case, Options Analysis; and*

Note: Funding will only be approved for the scope related to the current Phase.

Description and specific information required for each specific phase:

Scoping Phase

Scoping Phase should outline at a high level the proposed Project that will be developed further as part of this Phase.

Scoping Phase may outline in detail how a Business Case or Options Analysis will be undertaken, including a high level explanation of the multiple options being considered (including a 'do nothing' option) to best address an identified problem/ opportunity.

Scoping Phase may also include requests for funding for land acquisition if the land acquired is common to all options being considered as part of the analysis.

Development Phase

Development Phase should include detailed Project design works, including whether the Project is an upgrade or new, type of work being undertaken, kilometre length and axillary works to support the Project (such as environmental measures). Development phase may also outline steps still needed in order to get the Project 'delivery ready'. This could include Environmental Impact Assessments, early earth works, service relocations, geo-technical investigations or design refinement.

Delivery Phase

The Delivery Phase should build on the work undertaken in the Development Phase and outline a detailed delivery plan for the construction of the Project.

Note: if the Project has a fixed cost but a variable scope (such as package of level crossing removals) please outline the works is expected to be completed within the available funding envelope as well as

staged scope increases that could be done if savings are identified.

Development Phase

The scope of Australian Government funded activities for Canberra Light Rail – Stage 2A Development Phase include:

- Design development and project approvals
- Early works
- Depot, vehicle retro-fit and traction power augmentation.

For more detail about the scope of activities please see below.

Design development and project approvals activities:

- Preparation of a single set of design drawings covering the entire alignment
- Preparation of the Works Approval (WA) and Development Application (DA) documentation. It is the Project Team's intention that the WA and DA processes run concurrently to minimise confusion in the eyes of the local community. The submitted design will respond to advice received from the National Capital Design Review Panel in accordance with legislative requirements, and to de-risk the approvals process
- Preparation of accompanying Environmental Assessment (to meet both WA and DA requirements) that describes the Project in detail, assesses potential environmental impacts, and where required identifies environmental mitigation and management measures
- Preparation of accompanying comprehensive Commonwealth Avenue Landscape Masterplan (to meet both WA and DA requirements)
- Adjustment of the design in response to feedback during the public exhibition period of the WA and DA
- Design of scheme compliant with the requirements of the Living Infrastructure plan and investigation of specific initiatives under that (net zero emissions, green trackform, use of sustainable materials).

Early works activities:

- Utility treatments and relocations along the Project corridor and in some cases outside of the construction footprint
- An under bore of the Lake for Icon Fibre and other utility infrastructure
- NCA licencing agreements
- Construction site compounds set up
- Technical investigations
- Other opportunities/works as identified in the Development Phase to de-risk the Project

Depot, vehicles and traction activities

- Acquisition of five wireless light rail vehicles (LRVs) to service peak demand requirements across the extended line. *(Note, Australian Government funding will not be used for this purpose)*
- Retrofitting the existing fleet of 14 LRVs to wire-free running capability to enable operation on the extended line to Commonwealth Park
- Construction of an additional stabling lane at the depot to accommodate additional LRVs and increases in operational staffing for the extended line
- A new building at the depot to enable battery (OESS) storage and maintenance

- Augmentation of the existing Light Rail Traction Power System to enable Stage 2A wire-free running.

B4 Eligibility under the *National Land Transport Act 2014*

Please indicate which part(s) of the Act are relevant to Project approval.

National Land Transport Act 2014, Part 3, Section 10:

A project is eligible for approval as an Investment Project if the project is for one or more of the following:

> *(a) the construction of an existing or proposed road that is in a State or Indian Ocean Territory;*
>
> *(b) the maintenance of an existing or proposed road that is included in the National Land Transport Network;*
>
> *(c) the construction of an existing or proposed railway that is in a State or Indian Ocean Territory;*
>
> *(d) the maintenance of an existing or proposed railway that is included in the National Land Transport Network;*
>
> *(e) the construction of an inter-modal transfer facility in a State or Indian Ocean Territory;*
>
> *(f) the acquisition or application of technology that will, or may, contribute to the efficiency, security or safety of transport operations in a State or Indian Ocean Territory.*

Note: The definition of construction in Section 4 of the NLT Act covers some kinds of work on an existing road, railway or inter-modal transfer facility (hence the references above to the construction of an existing road, railway or inter-modal transfer facility).

The Project is eligible for approval as an Investment Project under section 10(c) of the NLT Act as the construction of an existing or proposed railway that is in a State or Indian Ocean Territory in accordance with the definition of 'construction' under Section 4 of the NLT Act. The construction of Canberra Light Rail – Stage 2A is a continuation of the alignment of Light Rail Stage 1, City to Gungahlin in the Australian Capital Territory.

The retrofitting of LRVs is eligible for approval as an Investment Project under section 10(f) of the NLT Act as the acquisition or application of technology that will, or may, contribute to the efficiency, security or safety of transport operations in a State or Indian Ocean Territory in accordance with the definition of 'acquisition or application of technology' under Section 4 of the NLT Act. Retrofitting the existing fleet of 14 LRVs to wire-free running capability will enable them to operate alongside new LRVs on the extended line to Commonwealth Park, improving the operational efficiency of the Canberra Light Rail Network.

B5 Supply chain analysis (freight rail only)

Provide a summary of the potential supply chain impacts, including consideration of how the Project may impact:

- *the volume and value of current and future freight demand by commodity type;*
- *community and industry opportunities and any anticipated structural changes;*
- *industry competitiveness; and*
- *links to intermodal hubs and ports; and*
  alignment with national key freight routes.

N/A

C. PROJECT COSTS

This section considers project cost information and includes a summary of the data required in the Project Cost Breakdown Template. This section should be completed in as much detail as possible based on current Project Phase.

C1 Complete the jurisdiction-specific Project Cost Breakdown Template provided by the Department

A probabilistic Cost Estimation process must be used for Projects with a total anticipated Outturn cost (including contingency) exceeding $25 million unless otherwise approved by the Commonwealth. Projects with a total anticipated Outturn cost (including contingency) under $25 million may use a deterministic methodology, however the Department recommends using a probabilistic cost estimation method where possible.

The Department provides detailed guidance on cost estimation on its webpage http://investment.infrastructure.gov.au/about/funding_and_finance/cost_estimation_guidance.aspx.

C2 Provide details of the Total Outturn Cost breakdown in the summary table. For further information on the development phase costing, please see **Attachment 3**.

Overall Project Cost Summary Table

	P50 ($m AUD)	P90 ($m AUD)
Base Cost Estimate	Schedule 1.6	
Contingency		
Total Project Cost Estimate		
Escalation		
Total Outturn Cost Estimate		

C3 Provide a budget profile for the Project in the table below.

The budget profile should outline the Australian Government and State Government funding contributions for the overall Project per financial year at P50 Outturn Costs for projects that have an Australian Government contribution of $25 million or more. For projects that have an Australian Government contribution of under $25 million, P90 Outturn Costs should be used.

The totals and cash flows should be consistent with the populated Project Cost Breakdown template and the NPA schedule.

Financial Forecast Milestone Requirement*

P50/P90 Outturn (or Actual as appropriate)		FY 21/22 ($m)	FY 22/23 ($m)	FY 23/24 ($m)	FY 24/25 ($m)	FY 25/26 ($m)	Balance of Commitment** ($m)
	Australian Government contribution	Schedule 2.2(a)x					0
	State Government contribution						0
	Other contribution (provide detail)						0
	Total						

*Payment of Australian Government funding will be subject to the achievement of project milestones determined in consultation between Commonwealth and state / territory officials.

**To be made available on demonstrated need.

C4 What is the status of the State Government funding outlined above? Please state if the funding is committed in budget forward estimates, announced but not yet committed in the budget or yet to be confirmed.

Funding is provisioned in budget forward estimates.

C5 Provide details of the escalation rate(s) used in the table below:

Please provide details of the escalation rate(s) used and the source and justification for those rates.

	FY	FY 22/23	FY23/24	FY24/25	FY25/26

Escalation Rate (%)		2.5	2.5	2.5	2.5

Rates are the current ACT Treasury rates of escalation for Infrastructure projects.

D. BENEFITS

This section provides the Department with qualitative and quantitative data that will be used to highlight the benefits of the Project.

D1 Provide a summary of the expected positive outcomes and benefits to be delivered by the Project:

This section should include a description of the benefits to be delivered by the Project. Examples may include (but not limited to):

- *improved on time running*
- *reductions to over-crowding*
- *enhanced regional connectivity*
- *social impacts, such as visual amenity/ liveability*
- *increased flood immunity*
- *cultural impacts*
- *Biodiversity and environmental measures*

As part of the Project Approvals process that will take part in 2022, an environmental assessment will be developed and include identifying/confirming benefits.

Benefits identified in the City to Woden Light Rail: Stage 2A City to Commonwealth Park Business Case (2019)

Summary of project benefits (present value as at 2019, discounted at 7%):

Cost item	**Stage 2a ($million)**
Transport benefits	Schedule 1.6 [redacted]
City shaping benefits	
Wider economic benefits	
Total project benefits	

The four main benefits identified in the business case include:

- Reduced congestion
- Connected and compact city
- Improved access to employment and services
- Increased economic growth and diversification.

Supporting government strategies

The Project will assist deliver on the community objectives outlined in key ACT Government strategies. This includes:

- **ACT Planning Strategy 2018:** The ACT Planning Strategy 2018 provides a plan to achieve a compact and efficient city, with 70 per cent of new urban development delivered as infill. Canberra's light rail will act as a key piece of infrastructure to guide urban intensification and create a high-quality public environment.
- **ACT Climate Change Strategy 2019-2025:** The ACT Climate Change Strategy 2019-2025 outlines Canberra's light rail, which runs on 100 per cent renewable energy, will make a significant impact toward reaching this goal by increasing public transport use across the city and taking more cars off the road.
- **ACT Transport Strategy 2020:** The ACT Transport Strategy 2020 identifies three priority areas to guide development of transport in the Territory – manage congestion, reduce emissions and support a compact and efficient city. Light rail will integrate with other transport modes along the alignment to encourage public transport over driving.
- **Zero-Emission Transition Plan for Transport Canberra:** The Zero-Emissions Transition Plan for Transport Canberra outlines the pathway to achieve the ACT Government's ambition of a zero-emission public transport system by 2040.
- **Transport for Canberra Policy:** A better transport network is integral to realising economic growth and diversification, urban renewal, and enhanced liveability and social inclusion in the ACT.

D2 Provide a summary of the BCR in the tables below:

The Proponent should estimate Project benefits in line with their own standard practice and aligned with guidance provided by Infrastructure Australia and the Australian Transport Assessment and Planning (ATAP) Guidelines. Standard definitions for Benefit Areas and examples of best practices for the collection and collation of benefits data are available on the following websites:

- *Infrastructure Australia: https://www.infrastructureaustralia.gov.au/submission-guidelines (refer to the Assessment Framework-Section D- Technical Guidance)*
- *ATAP Guidelines: https://atap.gov.au/*

Where practicable, provide details of the Benefit Cost Ratio (BCR) using a discount rate of 4per cent and 7 per cent for both the P90 and P50 cost of the Project. If not practicable to do so, please outline reasons why.

Definitions of the benefit categories:

- *Standard benefits: core transport economic benefits are per the ATAP guidelines and set out in the table at D4.*
- *Wider Economic Benefits (WEBS): includes agglomeration benefits as specified in ATAP guidelines*
- *Other benefit categories: transport economics is evolving to include new benefit areas that may not yet be formally recognised in transport guidelines such as city shaping benefits. Where analysis on broader benefit categories has been undertaken please include it as a separate line item in the table below.*

The benefits were calculated as part of the 2019 Light Rail Stage 2A Business Case (found at **Attachment 2**).

However, the costs associated with the Light Rail Stage 2A Business Case (found at **Attachment 2**) are out of date, along with the delivery methodology.

This PPR is for the development phase of the Project and does not include the costs or derive the benefits the subject of the Business Case.

These issues and the updated costs for the overall Project will be the subject of the Delivery PPR>

Summary Measures (P50)

		4% Discount rate	7% Discount rate
Present Value Cost			
Present Value Benefits	Standard benefits		
	Standard benefits with WEBS		
	Standard benefits with WEBS and other benefit categories		
Benefit Cost Ratio	Standard benefits		
	Standard benefits with WEBS		
	Standard benefits with WEBS and other benefit categories		

Summary Measures (P90)

		4% Discount rate	7% Discount rate
Present Value Cost			
Present Value Benefits	Standard benefits		
	Standard benefits with WEBS		
	Standard benefits with WEBS and other benefit categories		
Benefit Cost Ratio	Standard benefits		
	Standard benefits with WEBS		
	Standard benefits with WEBS and other benefit categories		

D3 Please complete the Benefit Indicators table below.

The Department will undertake a detailed review of the benefits used to calculate the Project BCR. All costs and benefits contained within the benefits indicator table sheet should be in the metrics listed below. Unless otherwise specified indicators are to be annual averages over the appraisal period.

Fill in as many data fields as possible.

Benefits indicator table

Benefit Area	Benefit indicator and units	Value
Reliability / amenity	Crowding penalty (average hours per annum)	
	Public Transport reliability (standard deviation hours per annum)	
	Journey time reliability (standard deviation hours per annum)	
Mode shift	Reduced car use (annual average trips and VKT)	
Safety on roads due to mode shift	Number of avoided crashes (average annual)	
	Number of avoided serious injuries (average annual)	
	Number of avoided fatalities (average annual)	
Active transport benefits	Additional kilometres of walk and cycle paths (kilometres)	
	Increased walking and cycling activity (number of trips by mode and average kilometres per annum)	
Commuter time savings (daily commute to work)	Minutes saved by commuters on their daily commute to work based on a sample of commutes along the relevant corridor (average annual)	
	Average number of commuter trips (annual)	
Freight time savings	Average time savings freight (minutes)	
Freight and Business Productivity	Average annual value of the sum of reduced vehicle operating costs, time savings and travel time reliability for freight and business users	
Frequency of service	Peak and off-peak service frequency	
Public Transport Access	Number of additional dwellings within 400 metres of public transport stations/stops	
Construction Jobs	Number of jobs supported by the Project during the construction phase of the Project (average per annum FTE)	
Operations Jobs	Number of jobs supported by the Project during the operational phase of the Project (average per annum FTE)	

D4 Please complete the Benefit Net Present Value (NPV) table below.

Descriptions of benefit component table columns:

- *Present value of all benefits: Represents the present value of the Project (in millions of dollars). Enter figures only into the cells shaded blue.*
- *Year 10 benefits in $m: Represents the benefits of the Project forecasted to be achieved during Year 10 (in millions of dollars). If no Year 10 forecast is available, replace with projections from a different year that reflects the projects "steady state". Enter figures only into the cells shaded light purple.*
- *Year 10 benefits as percentage of total benefits: Represents the forecasted Year 10 benefit for a specific line item as a percentage of the total Year 10 benefit.*

Please refer to D2 for guidance on the standard benefits, WEBS and other benefits. Where other benefits are greater than 5% please specify in the benefits area and provide an overview of the approach used to estimate the benefit area.

Benefit Component		**Present Value of all Benefits ($m)**	**Yea**
Journey Time Savings	Commuter/ Leisure (existing/ new users)		
	Business (existing/ new users)		
	Freight (existing/ new users)		
	Total Travel Time Savings		
Reduced Vehicle Operating Costs (resource costs)	Commuter/ Leisure (existing/ new users)		
	Business (existing/ new users)		
	Freight (existing/ new users)		
	Total Reduced Operating Costs		
Crash Reduction	Commuter/ Leisure (existing/ new users)		

	Business (existing/ new users)		
	Freight (existing/ new users)		
	Total Crash Reduction		
Environmental Benefits	Reduced Greenhouse Emissions		
	Reduced Local Pollution		
	Reduced Noise		
	Other (i.e. Biodiversity)		
	Total Environmental Benefits		
Reduced Maintenance Costs	Routine (Annual)		
	Periodic		
	Rehabilitation		
	Total Reduced Maintenance Costs		
Tolls/ Fare Box Revenue	*Total Tolls/ Fare Box Revenue*		
Other standard benefits (reliability, crowding etc.)			
TOTAL STANDARD BENEFITS*			
Wider Economic Benefits	Agglomeration Benefits		
	Other Wider Economic Benefits		
	Total Wider Economic Benefits		
Other Benefits (i.e. City shaping)	*(add category as required)*		
	Total Other Benefits		

**Total Standard Benefits should equal sum of total benefits.*

D5 Please complete the traffic and use assumptions table below. For public transport projects please complete the table by mode (new public transport investment and mode of transport from which traffic will be induced from).

Transport model data to be provided to the extent possible in accordance with the table below. If peak travel time data is available please provide. Data is to be provided for passenger trip numbers and Vehicle Kilometres Travelled (VKT).

Description of Traffic and use assumptions rows

- *Users of existing infrastructure in Base Case: refers to use of the infrastructure in the future under a "no project" scenario – that is, if the Project did not go ahead.*
- *User of new upgraded infrastructure in Project Case: refers to the use of the new or upgraded infrastructure under the Project scenario – that is if the Project goes ahead.*
- *Users diverted from the road network: refers to the users of the new/upgraded infrastructure that otherwise would have used alternative roads*
- *Users diverted from other transport modes: refers to the users of the new/upgraded infrastructure that otherwise would have used alternative modes of transport*
- *Generated trips: refers to induced demand – i.e. trips that were non-existent anywhere on the network without the project. Include only those generated trips that will utilise the project.*

		First year after Project completion	10 years following Project completion	30 years following Project completion
Users of existing infrastructure in Base Case	Passenger (trips / VKT)			
	Business (trips / VKT)			
	Freight and business (trips / VKT)			
User of new/ upgraded infrastructure in Project Case	Passenger (trips / VKT)			
	Business (trips / VKT)			
	Freight and business (trips / VKT)			
Users diverted from the rest of the highway network	Passenger (trips / VKT)			
	Business (trips / VKT)			

	Freight and business (trips / VKT)			
Users diverted from other transport modes (where possible).	Passenger (trips / VKT)			
	Business (trips / VKT)			
	Freight and business (trips / VKT)			
Generated trips	Passenger (trips / VKT)			
	Business (trips / VKT)			

E. FINANCING AND PROCUREMENT

This section is to provide the Department with a narrative as to why a particular financing and/or procurement method was chosen and details on how that procurement method will be managed.

E1 If the total estimated project cost greater than $50 million, please outline the process for considering alternative funding and / or financing opportunities and the outcome of the considerations.

If NO – go to E2

Proponents must provide details of how this exploration was carried out and whether there is scope for private sector financing or alternative funding. Consideration should be given to the following:

- *What will be covered? Core versus non-core services;*
- *The capacity and appetite of the market to be able to deliver this kind of Project;*
- *Public interest;*
- *Long term sustainability;*
- *Value for money;*
- *Value capture opportunities; and*
- *Opportunities for private sector contributions*

Please attach a copy of the formal assessment.

The 2019 Stage 2A Business Case (found at **Attachment 2**) considered private financing a possibility under all shortlisted delivery models. However, as the Project is in the Development Phase, there is ongoing work to establish the commercial arrangements.

For the Development Phase, the decision to fund this without private funding was made for the purposes of value for money and to avoid finance restrictions on the early works.

E2 If the estimated Project cost is less than $50 million was private funding or financing investigated proportional to the size of the project. If so, please provide a summary of how it has been considered and the outcome of the considerations?

Noting that the Project is less than $50 million are there are Project characteristics that warrant consideration of private sector funding or financings. For example, does the Project significantly benefit specific private sector operators?

N/A

E3 What is the preferred procurement method for the Project? Please outline the specific details of the contracting method (design and construct for example) and why it was

chosen. If over $50 million, how was a Public Private Partnership considered in line with the National Public Private Partnership Guidelines?

Funding recipients should consider the different procurement methods available to deliver the Project including, traditional contracting, alliance contracting and Public Private Partnerships. For major projects, this should take the form of robust, careful procurement options analysis. The Australian Transport Assessment Planning Guidelines provide a comprehensive framework to support decision making for transport infrastructure and serves as a national standard. It can be found at https://atap.gov.au/.

There is ongoing work to establish the commercial arrangements for the development and delivery phases of the Project.

An open tender process was undertaken in early 2021 for the Project's technical advisor. After a competitive tender process and extensive evaluation, AECOM was appointed as the Project Design and Technical Advisor for the next stage of the Canberra Light Rail Project including Stage 2A. AECOM is providing engineering design, environmental investigations, planning and safety advice on technical matters across all the Project packages.

The Depot and LRV Modification to the existing Light Rail Stage 1 (LRS1) is being negotiated with Canberra Metro for the delivery of new LRVs, the retrofit of existing LRVs and expansion of the depot to accommodate the LRVs. This is being carried out as a sole source negotiation for the modification of the existing PPP agreement with Canberra Metro as the incumbent operator and maintainer and the accredited entity for the Canberra Light Rail system.

The proposed Canberra Light Rail – Stage 2A early utilities works procurement approach is currently being developed and is likely to be an open tender process for a managing contractor or construction contractor.

For Canberra Light Rail – Stage 2A delivery phase works, the preferred procurement method is being considered.

E4 Is a tender exemption being sought?

A tender exemption excuses the funding recipient from having to take the Project to market for delivery. For a project to be eligible for a tender exemption it must meet at least one of the requirements under Section 24(1) (c)i to vi of the NLT Act.

If eligible a tender request must include the following detail:

- *Category under which the exemption is being sought – Section 24(1) (c)i to vi of the NLT Act;*
- *How the proposed procurement strategy will ensure value for money;*
- *Scope of work for which the exemption is being sought;*
- *Value of the works;*
- *Intended entity to undertake the work;*
- *Supporting reasons for the exemption.*

The Depot and LRV Modification to the existing LRS1 is being negotiated with Canberra Metro for the delivery of new LRVs, the retrofit of existing LRVs and expansion of the depot to accommodate the LRVs. This is being carried out as a sole source negotiation for the

modification of the existing PPP agreement with Canberra Metro as the incumbent operator and maintainer and the accredited entity for the Canberra Light Rail system.

The exemption from tender for the Depot and LRV Modification works fits under Section 24(1) (c) iv of the NLT Act - (iv) the work is of a kind for which competitive tenders are unlikely to be received.

E5 Project Timeline

Include the expected timing of high-level Project activities, including those on the critical path, and estimated completion date of the Project (i.e. the complete Project for an investigative study would typically be the study itself).

Please list and describe the assumptions underpinning the schedule set out above, including if the Project is dependent on the delivery of other projects, planning approvals or environmental studies by other bodies or agencies.

The high-level milestones for the Development Phase of Canberra Light Rail – Stage 2A are listed below. Milestones are subject to change and are dependent on approvals and maybe impacted by Raising London Circuit.

Activity	Timeline
Stage 2A final PSP	**Q1 2022**
Sign LRV and Depot Modification	**Q1 2022**
Stage 2A final FSP	**Q3 2022**
Depot Construction Commences	**Q3 2022**
Submit Stage 2A WA and DA	**Q3 2022**
WA and DA public exhibition	**Q4 2022**
Depot Construction Completed	**Q2 2023**
Existing Light Rail Vehicle Fleet commences	**Q3 2024**
Existing Light Rail Vehicle Fleet completed	**Q1 2026**

F. RISK AND SUSTAINABILITY

This section outlines major risks associated with the Project, where the responsibility for managing these risks lies, and how sustainability can be built into the Project to increase its overall benefit.

F1 Identify the major risks, and proposed mitigation strategies to successfully deliver this Project.

Proponents should explain the risk identification process, including the use of risk workshops, to be undertaken as part of the Project. Please also list the most significant risks to successful delivery and provide details of the mitigation strategies proposed, including requesting increased Australian Government involvement where appropriate.

This information may be supported by an attached summarised risk register table.

Risk	Potential Project Risk	Risk Mgt Priority	Risk Management Strategy
Budget Overrun	Significant	High	Prudent Project Management through competent programming and planning. Contractual risk allocation of key risks associated with the project being transferred to the contractor. Prudent contract management and delivery risk management throughout the delivery of the Development Phase activities. Early engagement with the Department of Infrastructure and regular meetings.
Schedule Delays	Significant	High	Competent scheduling planning and monitoring. Early engagement with the Department of Infrastructure and regular meetings.
Non-Integration with existing facilities	Minimal	Medium	Procurement approach to reduce interfaces to Light Rail Stage 1. Consultation and communication with relevant agencies.
Lack of Availability of Expertise, Equipment and Materials	Significant	High	Prudent selection of contract and project management. Procurement approach to leverage expertise from Light Rail Stage 1. Sourcing materials and resources locally where possible to avoid disruptions to the supply chain due to COVID-19 and/or lockdowns.
Industrial Disputes	Minimal	Low	Procurement approach to leverage expertise from Light Rail Stage 1.

Approval delays	Significant	High	Early engagement and pre-lodgement consultation with approval authorities and referral entities to mitigate and anticipate issues raised.
Environmental Issues	Minimal	Low	Consult with the relevant agencies and community groups as appropriate. Implement controls identified in approvals and associated subplans.
Safety risks relating to road and rail traffic	Minimal	Medium	Sole source procurement of the existing accredited operator of the Light Rail Stage 1 system ensures consistency and knowledge of the existing system. Clearly document the standards for vehicles and pedestrians as part of the temporary traffic management plans. Procurement approach to leverage expertise from Light Rail Stage 1. Requirements of working within road and rail corridors including training, permits, isolations, protection fencing, speed restrictions.
WHS issues throughout the Project	Minimal	Low	Include Safety-in-Design as part of the design process. Design based on existing Light Rail Stage 1 design that has already been through a detailed Safety in Design and Human Factors assessment.
Community Impacts	Minimal	Medium	Communicate with community through a variety of channels to support stakeholders during the project's construction phase. Communication strategy can include but is not limited to: face-to-face briefings, letterbox notification of works, project updates, EDM, social media, website updates, and media announcements. Use lessons learnt during Stage 1 and local knowledge to enhance communications strategies and advise construction schedules and plans. Respond proactively to issues raised during communications with stakeholders to minimise impacts and inconvenience.

F2 Identify the major dis-benefits of the projects and how the Project may impact the community and environment.

Proponents should explain major dis-benefits and negative externalities associated with the Project including social, cultural and environmental impacts. This should include information such as property resumptions, any increase to noise or pollution levels, a-flux issues resulting from flood immunity and/ or environmental considerations such as clearing and habitat removal should be included.

Dis-benefits as a result of the construction and operation of the Light Rail 2A are outlined below. Some dis-benefits predicted in the short term (construction) are identified as benefits in the long term (operation), such as traffic disruption and socioeconomic impacts.

An environmental assessment is being developed as part of the Project's approvals. The environmental assessment will assess possible impacts and, where required, propose appropriate mitigation.

There is limited dis-benefit associated with the Development Phase of the Project as it involves design work and construction within the Depot and existing Light Rail Vehicles.

However, in the Delivery Phase of the Project the following dis-benefits may occur.

Traffic impact

Traffic impacts in the initial term during construction are anticipated and expected, particularly around the intersections at Commonwealth Avenue and Northbourne Avenue. Several road closures and single lane arrangements will be required. Traffic loading during peak times will increase along Tuggeranong Parkway, Parkes Way, Kings Avenue, Morshead Drive and Monaro Highway.

Given the various construction stages, projects and milestones within the light rail development, the traffic management will evolve, and will be communicated to the public.

The ACT Government has established a Disruption Taskforce, which will analyse traffic disruptions, and communicate with the public through traffic maps, works notifications and campaigns.

Golden Sun Moth

Golden Sun Moths have been identified within the impact area of the Project. The Golden Sun Moth is a critically endangered species under the EPBC Act 1999, and an endangered species under the Territory's Nature Conservation Act 2014. The Golden Sun Moth is a matter of national environmental significance, and requires ministerial approval should a proposed action have a significant impact.

Canberra Light Rail – Stage 2A was referred under the EPBC Act 1999; approval was conditioned, requiring mitigation and rehabilitation measures required. Details of the conditions and mitigation measures to be adopted are outlined in the section F3.

Upon completion, some habitats will have been rehabilitated and offsets have been purchased and retired for habitats that cannot be rehabilitated.

Heritage Impacts

The most sensitive heritage values that may be impacted during construction would be the ANZ Bank Building, Reserve Bank of Australia and the Law Courts of Australia on London Circuit, and the Melbourne Building and Sydney Building at the bottom of Northbourne Avenue at its intersection with London Circuit. During construction, these values may be temporarily adversely impacted through the introduction of equipment and machinery and the carrying out of various construction activities. The Reserve Bank of Australia is a Commonwealth Heritage Listed Place, the remaining being protected under the Territory's Heritage Act 2004.

Wire-free running is proposed to reduce the light rail's overall visual impacts on the streetscape, amenity and associated heritage values. City West is the nearest stop to the bank however given the geometry of London Circuit, there is no line of sight between the bank and this light rail stop meaning it would have no visual or heritage impact.

Landscape and Visual Amenity

The visual change from introducing the light rail (including the stops and other infrastructure) may be perceived negatively in relation to the core values of the Designated Areas and Parliament House Vista; and in the context and setting of the various heritage listed items that front and overlook the Project footprint. The key potential impacts would be the introduction of various infrastructure and tree removal/planting within the road reserves.

The impact to the parliamentary vista will be prudent in Stage 2B, however connectivity and consistency between 2A and 2B is critical in reducing the visual impact and symmetry within the Parliamentary House Vista.

Heritage impact assessments have been undertaken and will be followed to reduce visual impact to the Parliamentary Vista. A Commonwealth Avenue Landscape Masterplan will be prepared to accompany the DA and WA packages, and will be consistent with the National Capital Plan and NCA directive.

Noise and Vibration

There are some ambient noise sensitive receivers around the vicinity of the construction footprint that will be impacted by construction activities and vehicle movements. The most sensitive receivers will be the residents on blocks adjacent the route, particularly the future residents of developments along London Circuit.

Other key sensitive uses include commercial office buildings along London Circuit, public open space areas (Henry Rolland Park, Lake Burley Griffin Foreshore Area, City Hill and the National Capital Exhibition.

Noise impacts during operation are as a result of the light rail vehicles passing properties and pedestrians. Various tonal and impulsive noise caused by arrival bells, wheel squeal, brake squeal, and from light rail vehicles travelling over track joints and curved rails can cause a strong community reaction. Whist the generated noise is insufficient to have any material impact on the health or amenity of noise-sensitive receivers, these noises are mitigated through the management and maintenance of the rail track through rail grinding, welding to smooth discontinuities, lubrication, using soft rail pads, wheel truing, and the use of specific types of brakes.

F3 Detail any sustainability strategies that will be adopted

Environmentally sustainable strategies could include the reuse of dug out dirt as prefill, innovative tarmac solutions, solar panelling for ITS equipment etc.

Animal protection policies could include animal underpasses, overhead 'bridges' and the redevelopment of animal habitat in the area.

As part of the Project approvals for Canberra Light Rail – Stage 2A, an environmental assessment will be developed to assess environmental impacts and, where required, identify mitigation measures.

Canberra light rail has also developed a Sustainability Policy (https://www.act.gov.au/__data/assets/pdf_file/0005/1844114/Light-Rail-Sustainability-Policy-1.pdf).

Environmental

The Project seeks to implement a range of environmental initiatives in response to government policy and strategies. The initiatives are to be investigated as part of detailed design and development.

The ACT Government is committed to showcasing sustainability practices, investment and initiatives through the Zero Emission Government target, which aims for zero emissions of Government operations by 2040.

Canberra's Living Infrastructure Plan is a strategic document with a vision to create a sustainable, productive and equitable ACT which is resilient in the face of climate change. The Living Infrastructure Plan identifies ways in which the urban landscape settings can integrate green infrastructure, in order to reduce the urban heat island effect, retain water in the landscape and improve water penetration, maintain biodiversity whilst improving public access to amenity.

Light rail will use the recommendations and actions of the Living Infrastructure Plan to meet the goals of the strategy, which include targets for ground treatments, street plants, water sensitive urban design, landscape and microclimate programs and guidance.

Initiatives such as water sensitive urban design, net zero emissions, green trackform, detailed landscape planning and use of sustainable materials, are to be investigated as part of the scoping and development of the Project.

Flora and Fauna

Due to the presence of Golden Sun Moth habitat within the clover leaves, the Project was subject to referral under the EPBC Act. As part of this process, detailed investigations and surveys were conducted to determine the extent of impact, and what mitigation measures and environmental offsets were required.

DAWE approved the referral subject to a series of conditions, including the specific direct and indirect impact areas of the action, being:

1. *The approval holder must not directly impact more than 4.76 hectares (ha) of Golden Sun Moth habitat comprised of:*
    a. *3.33 ha of permanent direct impacts; and*
    b. *1.43 ha of temporary direct impacts.*
2. *The approval holder must not indirectly impact more than 3.33 ha of Golden Sun Moth habitat comprised of:*
    a. *2.07 ha of permanent indirect impacts; and*
    b. *1.26 ha of temporary indirect impacts.*

Mitigation and rehabilitation measures were outlined, as well as directions for environmental offset compensation and rehabilitation monitoring guidelines.

A Golden Sun Moth Construction Environmental Management and Rehabilitation Plan (GSMP) consistent with DAWE's *Environmental Management Plan Guidelines 2014* will be implemented. The GSMP can be viewed at https://www.act.gov.au/__data/assets/pdf_file/0006/1795308/Light-Rail-GSM-Plan-Document.pdf

The decision conditions outline directions for the GSMP, including:

- Undertaking of pre-clearance surveys and translocation activities occur prior to clearing

- Clearing undertaken outside of flying periods
- Equipment and machinery do not introduce weed or pathogen propagules into the area, weeds are cleared and are not stockpiled, and weeds are reduced within the rehabilitation areas
- Soil stockpile are minimised and effective erosion and sediment controls are implemented throughout Phases 1-4
- Surface water flows are managed to prevent the spread of pollutants and ponding of water in the rehabilitation areas or areas of temporary indirect impacts
- No permanent shading associated with any structures and tree plantings will impact on the rehabilitation areas
- Exclusion zones are established to protect all areas of Golden Sun Moth habitat and rehabilitation areas, and are to be retained and protected by suitable fencing, signage and/or markings
- Prior to undertaking rehabilitation in the rehabilitation areas, photo recording points are set up and photo recording commenced
- Planting of native grasses is undertaken in the rehabilitation areas as soon as practicable after disturbance
- Site workers are to be inducted so they are aware of the need to avoid environmentally sensitive areas.

G. STAKEHOLDER ENGAGEMENT

This section outlines the steps the Funding Recipient will take to ensure that the public and other relevant stakeholders are engaged and actively managed throughout the Project.

G1 Provide details on how public and stakeholder participation will be facilitated during this phase, and the Project overall.

Factors that should be considered when determining the appropriate level of public and stakeholder participation may include:

- *Potential for conflict over the Project;*
- *Potential for major social, environmental or economic impacts; and*
- *Relevant legislative requirements.*

There are a number of key internal and external stakeholders with an interest in Canberra Light Rail – Stage 2A. A Light Rail to Woden Communications and Engagement Strategy has been developed and sets out who the stakeholders are, when to engage and how to engage. Minimising disruption and effective engagement with the community and key stakeholders will be key to the Project success.

As the design for Canberra Light Rail – Stage 2A develops, the Project Team will actively seek feedback from the community and key stakeholders.

To reduce community confusion between the Territory DA and Australian Government WA approval processes, a consistent 'Environmental Assessment' will be prepared and submitted to both the NCA and ACT Planning and Land Authority (ACTPLA).

Upon submission of the Works Approval package and the Development Approval package,

the NCA and the ACT Planning and Land Authority will place the documents on public display. During the public display period, which typically lasts 15 working days (with the possibility of extension), the community and stakeholders have the opportunity to undertake detailed reviews, provide feedback, raise concerns and make comments on the design, construction, and considered impacts.

Feedback from the community and stakeholders will be used to refine the Project design, mitigate potential impacts and maximise project benefits/opportunities.

G2 Please complete the stakeholder consultation table below.

Provide information on completed or planned consultations including the type of consultation the relevant stakeholders involved as well as a brief description of the issues raised and a plan to manage those issues.

Date	Type of Consultation (stakeholders invited i.e. industry, community)	Issues raised	Management plan
May/June 2017	Community	• Project versus cost benefit • Changing identity and impact on heritage • Business impacts • Design and stop locations • Park & ride facilities • Integrated transport network • Safety and access • Construction • Improving communications • Future stages of the light rail network	Consultation Report was prepared which informed decisions for route alignment and stop locations
May/June 2018	Joint Standing Committee	• Approvals processes • Stakeholder roles (NCA/Territory) • Impacts to parliamentary zone and heritage	JSC engagement informed direction to separate stages, the respective process. Applications were submitted under the EPBC Act.

		impact • Australian Government matters	
August 2019	City West businesses	• General operational information including trading hours, logistics, staffing, access etc • Opportunities and challenges for construction planning • Preferences and interest levels for future communication with the project Existing awareness levels of the current and future stages	Taken together with local business experiences form Stage 1, these findings informed future consultation and support measures for businesses during construction.
December 2019	Community via EPBC Referral	• Golden Sun Moth Protection • Heritage management • Impact to Parliamentary Vista • Several comments on Stage 2B impacts	DAWE requested Preliminary Documentation be re-notified to the public. This document further detailed Golden Sun Moth management and heritage management.
2020-2021	Ongoing engagement with community, businesses	• Access • Business impacts • Work hours • Dust • Noise • Traffic	Feedback will be considered and included in the Canberra Light Rail – Stage 2A WA/DA and Environmental Assessment
November 2021	Engagement via Disruption Taskforce	• Traffic impacts • Cyclist impacts • Business support programs	The ACT Government Disruption Taskforce will provide information back to

			local businesses and the wider community about disruption mitigation initiatives and support programs.
2022	Stakeholders and community: Canberra Light Rail – Stage 2A design input	•	
Q3 2022	Canberra Light Rail – Stage 2A WA/DA public display period	•	

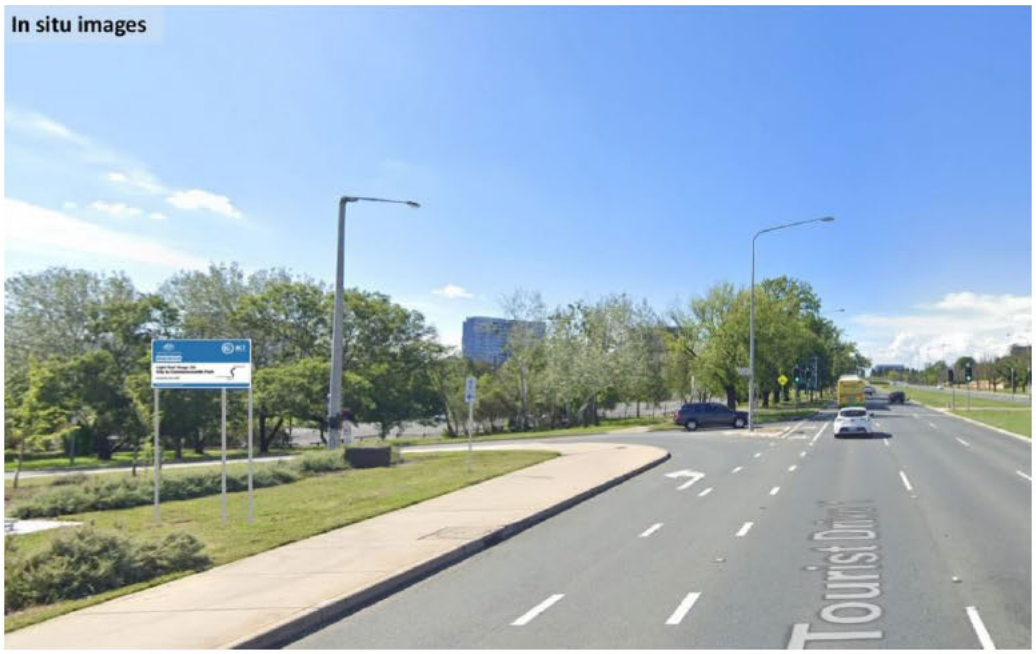
G3 Provide a comprehensive public recognition signage plan

The plan should set out the proposed signage for the Project in line with the Signage Guidelines available from the Department's website at https://investment.infrastructure.gov.au/about/resources/signage_guidelines.aspx.

The Project Team have read and agree to the Department of Infrastructure's signage guidelines.

As a jointly funded project, the ACT Government logo will also be placed on the signage.

Images 3: Proposed Project signage and installation locations



H. COMPLIANCE

This section provides the Department assurance that the Funding Recipient understands their responsibilities with regard to both State and Commonwealth legislation and regulation and has taken steps to actively comply.

H1 List Commonwealth or State legislation triggered by the Project.

As an example, legislation that may be triggered by the Project could include the Commonwealth's Environment Protection and Biodiversity Conservation Act 1999 or the Queensland Government's

Aboriginal Cultural Heritage Act 2003 and the Torres Strait Islander Cultural Heritage Act 2003.

For the Identification Phase, it is necessary only to highlight foreseen legislation issues.

Australian Government legislation of specific relevance to the Project

- Australian Capital Territory (Planning and Land Management) Act 1998 (Cth)
- Australian Capital Territory (Self Government) Act 1988 (Cth)
- Building and Construction Industry (Improving Productivity) Act 2016 (Cth)
- Code for the Tendering and Performance of Building Work 2016 (Cth)
- Disability Discrimination Act 1992 (Cth)
- Environment Protection and Biodiversity Conservation Act 1999 (Cth)
- National Land Ordinance 1989 (Cth)
- Parliament Act 1974 (Cth)
- Parliamentary Precincts Act 1988 (Cth)
- National Land Transport Act 2014

ACT legislation of specific relevance to the Project

- Building Act 2004 (ACT)
- Building and Construction Industry (Security of Payment) Act 2009 (ACT)
- Environment Protection Act 1997 (ACT)
- Heritage Act 2004 (ACT)
- Planning and Development Act 2007 (ACT)
- Rail Safety National Law (ACT) Act 2014 (ACT) (applying the Rail Safety National Law (South Australia) Act 2012 (SA) (Rail Safety National Law))
- Work Health and Safety Act 2011 (ACT)

H2 Does the Building Code 2016 apply to this Project? If so, please confirm compliance.

YES/ NO

YES – please confirm compliance.
NO – please explain why.

See Appendix A2 for more information.

Light Rail Stage 1 was subject to the previous Building Code 2013.

Compliance with the Building Code 2013 and Building Code 2016 (as applicable to the relevant entities) will be a requirement of the arrangement for this Project to the extent that Project is undertaken as a modification to the existing arrangements.

To the extent any new arrangements are entered into, those arrangements will require compliance with the Building Code 2016.

H3 Does the Australian Government Building and Construction WHS Accreditation Scheme apply to this Project? If so, please confirm compliance.

YES/ NO

YES – please confirm compliance.
NO – please explain why.

See Appendix A2 for more information.

Yes. Compliance with the Australian Government Building and Construction WHS Accreditation Scheme will be a requirement of the arrangement for this Project.

H4 If the Project has an Australian Government funding contribution of equal to or greater than $7.5 million, has an Indigenous Participation Plan been attached?

YES/ NO

YES – plans will assessed by the Department for compliance.
NO – please explain why.

See Appendix A3 for more information.
See Appendix B3 for the Indigenous Participation Plan Template.

MPC applies and promotes the ACT Aboriginal and Torres Strait Islander Procurement Policy to ensure, wherever possible, Aboriginal and Torres Strait Islander participation is encouraged in the Project.

MPC also has MPC Diversity and Inclusion Procurement Guidelines (found at **Attachment 5**) and is required to addresses the ACT Procurement Values Charter which includes values relating to the Economic Participation of Aboriginal and Torres Strait Islander People and suppliers. This is a requirement for any procurement undertaken for the Project.

Under the ACT Aboriginal and Torres Strait Islander Agreement, MPC has a Phase One Action Plan (found at **Attachment 6**) which is endorsed by the ACT Aboriginal and Torres Strait Islander Elected Body.

Links to the policies mentioned above can be found here:

https://www.procurement.act.gov.au/policy-and-resources/procurement-from-aboriginal-and-torres-strait-islander-organisations

(https://www.procurement.act.gov.au/__data/assets/pdf_file/0011/1365869/Canberra-Region-Local-Industry-Participation-Policy.pdf)

https://www.legislation.act.gov.au/ni/2020-580/

H5 If the Project is more than $20 million, a Local Industry Participation Plan or an Australian Industry Participation Plan must be provided to the Department.

YES/NO

YES – please send, once complete, for forwarding to the Commonwealth Department of Industry, Science, Energy and Resources (aip@industry.gov.au) for compliance.

Note: final milestones will not be paid out for a Project until a LIPP is provided.

See Section 2.3 of the Notes on Administration for more information.

During the tendering process for the design and delivery of the project, Major Projects Canberra applies and promotes the Canberra Region Local Industry Participation Policy and the ACT Aboriginal and Torres Strait Islander Procurement Policy. This will ensure the Project, wherever possible, considers local capability and economic benefits for the Canberra Region and encourages Aboriginal and Torres Strait Islander participation.

For this Development Phase PPR, on advice from the Department, a project specific LPP has not been included. It is understood this is a requirement for the subsequent delivery PPR. It is also noted that the Territory government as a whole has an established Local Industry Participation Policy (https://www.procurement.act.gov.au/__data/assets/pdf_file/0011/1365869/Canberra-Region-Local-Industry-Participation-Policy.pdf).

H6 Is the proposed Australian Government contribution $250 million or greater. If yes, has the Business Case been submitted to Infrastructure Australia for review?

YES/NO

YES – provide date and status of IA assessment (if known).
NO – please provide advice on expected timing of submission to IA.

See Section 2.2 of the Notes on Administration for more information.

N/A

I. SIGN OFF

The Project should be signed and dated by the appropriate officer, as per each jurisdiction's in-house approval process.

Schedule 2.2(a)ii

1/3/2022

Ashley Cahif

Light Rail Project Director

Major Projects Canberra

J. ATTACHMENTS

This section is where information that was used to help complete the PPR will be attached as Appendices.

If a Business Case (including strategic or preliminary Business Cases) or Options Analysis was undertaken on the Project the Department requires a copy be attached to the PPR.

J1 Supporting Information

- Attachment 1: Stage 2A Delivery Phase Area Map.pdf
- Attachment 1: Stage 2A Project Shape File.tif
- Attachment 1: Stage 2A Project Shape File.zip
- Attachment 2: Stage 2A Business Case (redacted)
- Attachment 3: Project Cost Breakdown (PCB)
- Attachment 4: Stage 2 Communications and Engagement Strategy
- Attachment 5: MPC Diversity and Inclusion Procurement Guidelines
- Attachment 6: ATSI Agreement MPC Action Plan Phase One

Supporting information should only include documents that have been referred to in the body of the PPR, for example:

- *GIS data;*
- *Photographs;*
- *Locality and/or topographical plans and maps;*
- *Demand forecasts;*
- *Safety audits;*
- *Historical crash statistics;*
- *Engineering plans;*
- *Environmental, cultural and social studies;*
- *Risk assessment reports;*
- *Other descriptive information.*

Documents in relation to cost estimates that must be provided include:

- *Completed Project Cost Breakdown spreadsheet;*
- *Cost Estimate Report explaining how the cost estimate was developed, which must include:*
  - *background and context for the Project;*
  - *outline scope for the Project;*
  - *details of the risk workshop/s undertaken, and subject matter experts consulted;*
  - *copy of the Risk Register underpinning the contingency included in the Project costings (where a probabilistic cost estimation process has been used this will be the source of much of the Cost Estimation Tool risk input data);*
  - *details of the person/firm preparing the cost estimate; and*
  - *evidence that Project costs have been comprehensively reviewed and authorised in accordance with the Proponent's published guidelines.*

For Projects equal to or over $25 million in total Outturn Cost or where a probabilistic cost estimation process has been used, the following information must be provided:

- *Cost Estimation Tool (for example, @RISK and Crystal Ball) Output Report files, which must at a minimum include charts showing the non-Outturned Project Cost probability distribution and associated cumulative probability distribution ('S' Curve), Simulation Summary Details (that is, sampling type, number of iterations, Random Number Generator a Tornado diagram and accompanying Regression and Rank Information Table, and Summary Statistics for the Project Cost, including the Project cost estimate (unescalated) at 5 per cent intervals from 5 per cent to 95 per cent confidence).*
- *Cost Estimation Tool input data files in spreadsheet format that includes sufficient information to permit the Department or its contractors to re-run the probabilistic cost estimation simulation.*
- *Bibliography of all documents consulted by the cost estimator in preparing the cost estimate (including version number/date, proper title, document format and author). Note: It is a requirement that the Proponent maintains a digital library of all documents consulted in preparing the cost estimate.*

Projects with cost estimates prepared using a deterministic estimation process must provide, when requested:

- *Underpinning documentation explaining the derivation of the Base Estimate and the approximate P50 and P90 values (both Non-Outturned and Outturned).*

(1) Instructions

Rail PCB TEMPLATE 2022/23

This document is the ***Template for Rail Project Cost Reporting*** *, issued by the Department of Infrastructure, Transport, Regional Development, and Communications (the Department).*

It is based on a standard Roads Project Cost Breakdown (PCB) structure which has been developed by the Department in consultation with state and territory jurisdictions.

The purpose of this template is to achieve improved consistency and rigour in the cost estimates included in infrastructure investment funding submissions from state/territory jurisdictions.

TABLE OF CONTENTS

This workbook is comprised of seventeen (17) worksheets (if no phase is selected on the Project Details Tab):

Tabs stated as 'active' worksheets may need to be populated. The remaining worksheets are informative only and are to be used as a guide.

For each funding submission only two sheets will need to be completed: the 'Project Details' worksheet and the sheet applicable to the phase for which funding is sought (i.e. Scoping, Development, Delivery).
Proposals for multi phase funding should use the template applicable to the first phase of funding sought.
Irrespective of the phase for which funding is sought, the submission must provide an estimate of the total project cost, and the associated contingency.

INSTRUCTIONS FOR COMPLETING THE TEMPLATE FOR PROJECT COST REPORTING

1. Tab Name: Project Details

Please provide in the spaces provided (in green), the:

- *Name of Project;*
- *Project ID;*
- *Description of Project;*
- *Project Phase;*
- *S tate/Territory;*
- *Procurement Method (from Dropdown List) with details if need be.*
- *RailCOCI Used (from Dropdown List) which depends on whether the project is a Design and Construct/Construct Only and whether the project is above-ground/below-ground.*
- *Reference Class (from Dropdown List) .*
- *Key Project Dates;*
- *Key Project Quantities;*
- *Contact Details;*

2. Tab Name: Escalation Index Series

2.1 **No Proponent input is required in this tab.** The purpose of this tab is to provide transparency in escalation calculation. The tab displays the RailCOCI series which varies depending on whether the Project is a Design and Construct/ Construct Only project and on whether the project is above-ground/below-ground. The Proponent will select the appropriate RailCOCI and provide the Base Date of Estimate for the project and the spreadsheet will auto-calculate the annual escalation rates which are used in the Project Phase tab to calculate the project outturn cost. This tab also contains background validation calculations which ensure calculations are accurate.

3. Tab Names: Scoping/Development/Delivery Phase Estimate

3.1 Complete only that tab relating to the phase for which funding is being sought. If available, in that tab please also provide the accompanying actuals data for the previous phases. For instance, if a proposal for the Delivery phase is being submitted, the 'Delivery Phase' estimate tab should be populated with estimates for expenses in that phase and (if available) the actual costs from previous phases.

3.2 To help you determine which Phase your submission relates to, refer to the Tab titled 'Phase Descriptions'. Note that the template does not need to be completed for Identification Phase submissions.

3.3 For each of the three Phases, the same PCB structure has been used. The purpose of the PCB is to provide consistency and transparency in the cost estimates used across all funding submissions made to the Department. It also provides a valuable platform to gather cost estimation data for benchmarking purposes.

3.4 **In the relevant Phase spreadsheet, provide the required details in all the cells indicated in either green or blue.**

Green indicates that the figure to be entered is expected to be an estimate or a comment/explanation; while

Blue indicates that the figure to be entered is an actual cost.

For further guidance in relation to the type of data (estimates or actual) required, please refer to tab 'Requirements for each phase'.

3.5 For all project cost elements listed in the PCB, you will need to provide the TOTAL forecast / actual cost for that element across the life of the project, and where applicable the expected cost in each phase.

3.6 For **Contractor** cost elements (Level 2), you will need to provide the Unit of measurement for the element and the Quantity required. For a description of the types of metrics to be used when populating this section, refer to the tab *'Metrics Descriptors'* .

You will also need to populate the separate "Estimated Alternate Breakdown Of Construction Cost" table with your estimate of the breakup of the total Contractor Construction Cost into Direct Cost, Indirect Cost and Margin. Note that if the sum of these three components does not equal the total of the "Contractor Construction Cost" in the main table the Total cell in this table will turn Red.

3.7 For certain Level 2 cost elements (i.e. **Property Acquisition**; **Construction**), you will also need to provide the forecast / actual split of the associated Level 3 costs across the three phases of the project's life. This is to reflect the reality that activities for these elements often occur across the three stages, and associated costs are likewise incurred at differing phases.

Note that the cells with a dot pattern background are simply an indication as to where the expenses would *most likely* occur, however if costs fall within other phases for particular elements then these should be entered in the adjacent cells (fields) applicable to the other phases.

3.8 The three level PCB table (**BASE ESTIMATE TABLE**) in each of the Scoping, Development and Delivery worksheets facilitates the calculation of the Base Estimate for the project and must be populated as appropriate.

State and territory jurisdictions must also:

- Separately calculate the overall Project Contingency at both the P50 and P90 levels (see note 3.9), and
- Populate the appropriate cells in **Tables 1 and 5**.

Table 1

- Populate the "Project Cashflow and Escalation Calculation" Table (Table 1) in the applicable Scoping, Development or Delivery Worksheets with the applicable Project Cost (i.e. Base Estimate plus contingency) at both P50 and P90 level (i.e. the Project Cash Flow).

Annual Escalation Rates will be calculated automatically by the worksheet once the proponent provides the following two sets of information:

- The RailCOCI from the drop-down list in the Project Details Tab (Cell D34)*; and*
- The date of cost estimate in the Project details Tab (Cell B43). Once this has been entered, the spreadsheet will convert this date into the corresponding quarter and financial year (e.g. Date of Cost Estimate: 05/06/2015, corresponding quarter and financial year: Jun 2014/15).

Table 5 will then automatically calculate the Project Escalation and the Outturn Cost at both P50 and P90 levels for each year as well as the applicable project total and will automatically populate the two tables: *Overall Project Summary* and *Project Summary Table*

Please note the "Year1 Escalation Breakdown" table shows a breakdown of the compounded escalation rate from the quarter of when the cost estimate was created to year 1. It is for information purposes only.

Additionally, if the total Base estimate calculated in Table 5 is not equal to the Total Base estimate in the **Table 1**, the adjacent cell to the total will turn Red prompting the user to review the entered data for correctness.

Note that the escalated P90 figure in the PCB template does not replace the schedule figure if already agreed to.

Table 3

4. Tab Name: Post Completion Phase

Please fill in this tab with actual project costs only.

FOR MORE INFORMATION:

Please contact the appropriate state/territory team in the Department's Infrastructure Investment Division for enquiries about projects' assessment process.

For specific enquiries relating to this Template and its use, please contact either:

Ms. Sadaf Khan
Director, Commercial and Network Analysis
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Infrastructure Investment Division
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Mr. Robert Jones
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Ms. Van Ong
Assistant Director, Commercial and Network Analysis
Investment Advisory and Business Improvement
Infrastructure Investment Division
Department of Infrastructure, Transport, Regional Development and Communications
Ph. 02 6274 7357
E: Van.Ong@infrastructure.gov.au

(2) Project Details

Please populate cells shaded grey

(Refer Worksheet "(8) PCB Metrics & Descriptors" for further information)

Project Name	
Project ID (as assigned by the Department)	
Project Description	
General Comments	
Project Phase: *(Drop List)*	Development
Procurement Method: (Drop List)	Design and Construct
RCOCI Escalation Index used: (Drop List)	Construct Only
Rail Construction Cost Weightings: (Drop List)	Above ground

Key Project dates

Base Date of Estimate (Date of Costing)	Scoping Phase Start Date	Development Phase Start Date	Delivery Phase Start Date	Date of Contract Award Date	Construction Start Date	Construction Complete Date
01-Jul-20						

Base estimate must be between FY2017/18 and FY2023/24

Key Project Quantities:

Rail Track

Track Length (km)		# of Stations	

Tunnels

# of Tunnels		# of Tunnel Lane Kilometres		Total Tunnel Length (km)	

Bridges

# of Bridges		Bridge - Total Surface Area (sq m)	

Other

Property Acquisition		Tenderers**		Proportion of Client Management costs to Base Estimate*
Total Acquired Property/Land (sq m)		Number of Tenderers	Winning Tenderer	

Contact Details

Template Populated by (Full Name)	Role or Position, and organisation	Contact Details (Ph/Email)	Template Data Endorsed by	Role or Position, and organisation	Contact Details (Ph/Email)
Date			Date		

General Comments

*Quantities will be automatically calculated based on user entered data for Delivery or Post Completion phases only. Please provide comments/reasons above if results don't appear correct.

(2A) Escalation Index Series

Current Date	05/04/2024
Financial Year 1 (FY)	2022/23

Rail COCI Average of the forecast period
2.62%

Rebase With Part Year Adjustment	
Rebase Factor to end of FY of PCB version	1.117
Financial Year of Base Date	2020/21

Set Base Cost Index	Weight
Below ground (tunnelling)	0%
Above ground	100%

Procurement Method	Weight
Design & Construct	0%
Construct Only	100%

Client Cost % Total Cost (Default)	Weight
Client Cost	22.4%
Project Cost	77.6%

Table 2A.5: Annual Escalation Rates rates with zero floor policy

FY	Average Annual Escalation Index	Annual Escalation Rates
2017/18	104.2	3.04%
2018/19	106.8	2.51%
2019/20	108.3	1.43%
2020/21	109.6	1.15%
2021/22	115.6	5.47%
2022/23	121.0	4.67%
2023/24	124.0	2.50%
2024/25	126.2	1.80%
2025/26	128.6	1.91%
2026/27	131.2	2.03%
2027/28	134.5	2.47%
2028/29	138.5	3.00%
2029/30	142.1	2.62%
2030/31	145.9	2.62%
2031/32	149.7	2.62%
2032/33	153.6	2.62%
2033/34	157.6	2.62%

Part Year Adjustment Table

Average monthly escalation rate	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
~~0.25%~~	~~1.030~~						
~~0.21%~~	~~1.056~~	~~1.025~~					
~~0.12%~~	~~1.071~~	~~1.040~~	~~1.014~~				
0.10%	~~1.084~~	~~1.052~~	~~1.026~~	1.012			
~~0.44%~~	~~1.143~~	~~1.109~~	~~1.082~~	1.067	~~1.055~~		
~~0.38%~~	~~1.196~~	~~1.161~~	~~1.133~~	1.117	~~1.104~~	~~1.047~~	~~1.000~~

Month	Jul
Month Value	12

Quarter Lookup Table

12	Jul
11	Aug
10	Sep
9	Oct
8	Nov
7	Dec
6	Jan
5	Feb
4	Mar
3	Apr
2	May
1	Jun

Rail Construction Cost Weightings

Weights	Australia Construction Wages (1)	Engineering Design and Consul ing (PPI) - Australia (2)	Plant & Equipment Hire (PPI) - Australia (3)	Cement, Lime, Plaster & Concrete Products (PPI) - Australia (4)	Construction Material Mining (PPI) - Australia (5)	Iron Smelting & Steel Production (PPI) - Australia (6)	Australia Diesel Price (7)	Australia Bitumen Price (8)	Electrical Cable & Wire (PPI) - Australia (9)	Other Electrical Equipement (PPI) - Australia (10)	Communica ion Equipment (IPD) - Australia (11)	Machinery Specialised for Particular Industries (PPI) - Australia (12)	Non-Residential Building Construction (PPI) - Australia (13)	Consumer Price Index - Australia (14)
Australia - Belowground	31.5%	6.4%	9.7%	6.5%	2.8%	3.7%	0.7%	0.0%	0.7%	0.7%	3.0%	11.2%	19.9%	3.2%
Australia - Aboveground	27.7%	6.4%	19.4%	7.8%	5.5%	7.4%	1.4%	1.4%	1.4%	1.4%	6.1%	0.0%	3.6%	10.7%
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rail Project Base Cost Index Weightings	27.7%	6.4%	19.4%	7.8%	5.5%	7.4%	1.4%	1.4%	1.4%	1.4%	6.1%	0.0%	3.6%	10.7%

PCB version	2022/2023

(3) Scoping Phase (Full)

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Table 1: BASE ESTIMATE: PROJECT COST BREAKDOWN (PCB) - RAIL PROJECT

PCB Level 1	PCB Level 2	PCB Level 3			PCB Level 3				PCB Level 2	PCB Level 1
Client Management & Oversight Cost										$0
	SCOPING								$0	
		Project Management-Scoping								
		Design & Investigation-Scoping								
	DEVELOPMENT								$0	
		Project Management-Development								
		Design & Investigation-Development								
	DELIVERY								$0	
		Project Management-Delivery								
		Design & Investigation-Delivery								
		Client supplied Insurances, Fees, Levies - Delivery								
						Breakdown of Property Acquisition elements according to Phases				
	PROPERTY ACQUISITION					Scoping	Development	Delivery	$0	
		Purchase Price			$0					
		Transactional Cost & Other costs			$0					
		Business Compensation			$0					
		Environmental Offsets			$0					
Construction Cost			Elemental Breakdown			Breakdown of Construction elements according to Phases				$0
			Unit Cost	Elemental Quantity		Scoping	Development	Delivery		
	CONTRACTOR								$0	
		Environmental Works			$0					
		Traffic Management and Temporary Works			$0					
		Public Utilities Adjustments			$0					
		Bulk Earthworks	$0.00		$0					
		Retaining Walls	$0.00		$0					
		Drainage			$0					
		Bridges	$0.00		$0					
		Tunnels			$0					
		Rolling Stock			$0					
		Rail Systems - Overhead wiring			$0					
		Rail Systems - Power Supply and Distribution			$0					
		Rail Systems - Signalling			$0					
		Rail Systems -Rail Communications			$0					
		Rail Systems - Combined Services Route			$0					
		Roadworks, Landscaping, Fencing			$0					
		Transport Stations, Interchanges, Buildings, Stations, Stabling and Maintenance Buildings			$0					
		Trackwork			$0					
		Commissioning and Handover			$0					
		Design (if by contractor)			$0					
		Supplementary Items			$0					
	CLIENT								$0	
		Client supplied Materials and Construction Services - Delivery			$0					
Total										$0

SCRATCH PAD

Click button above to show scratch pad area

Table 2: OVERALL PROJECT SUMMARY TABLE

	P50	P90
BASE ESTIMATE	$0	$0
CONTINGENCY	$0	$0
PROJECT ESTIMATE	$0	$0
ESCALATION	$0	$0
OUTTURN COST	$0	$0

Scoping Phase Funding Requested - lump sum
$0

Table 4:FUNDING CONTRIBUTION

	P50	P90
AG Funding Sought	$0	$0
Jurisdiction Contribution	$0	$0
Total	$0	$0
Percentage funding Sought		0.00%

Table 5: PROJECT CASHFLOW AND ESCALATION CALCULATION TABLE

		Sunk Costs / Actual Costs		Project Cashflow FY2022/23 Onwards												Total Project Costs
		Current Expenditure ($)		YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	YEAR 11	YEAR 12	If this cell is Red, it indicates that the Total Base Estimate (below) is different to the Total Base Estimate in the Base Estimate Table (Pcb Level 1 total)
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	
Base Estimate																$0
P50 Project Estimate																$0
P90 Project Estimate																$0
Rebasing Factor		1.117														
				4.67%	2.50%	1.80%	1.91%	2.03%	2.47%	3.00%	2.62%	2.62%	2.62%	2.62%	2.62%	
Cumulative Escalation Factor (%)				1.117	1.145	1.165	1.187	1.211	1.241	1.278	1.312	1.346	1.382	1.418	1.455	
P50 Escalation ($)				0	0	0	0	0	0	0	0	0	0	0	0	$0
P50 Outturn Cost ($)				0	0	0	0	0	0	0	0	0	0	0	0	$0
P90 Escalation ($)				0	0	0	0	0	0	0	0	0	0	0	0	$0
P90 Outturn Cost ($)				0	0	0	0	0	0	0	0	0	0	0	0	$0

Please provide details of cost estimation approach used below if required (particularly where a mix of approaches were used):

Additional notes/clarification relating to any aspect of this cost estimate.

Use this sheet for any calculations for worksheet (3) Scoping Phase (Full)

(4) Development Phase

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PCB Level 1	PCB Level 2	PCB Level 3			PCB Level 3				PCB Level 2	PCB Level 1
Client Management & Oversight Cost										$0
	SCOPING								$0	
		Project Management-Scoping								
		Design & Investigation-Scoping								
	DEVELOPMENT								$0	
		Project Management-Development								
		Design & Investigation-Development								
	DELIVERY								$0	
		Project Management-Delivery								
		Design & Investigation-Delivery								
		Client supplied Insurances, Fees, Levies - Delivery								
						Breakdown of Property Acquisition elements according to Phases				
	PROPERTY ACQUISITION					Scoping	Development	Delivery	$0	
		Purchase Price			$0					
		Transactional Cost & Other costs			$0					
		Business Compensation			$0					
		Environmental Offsets			$0					
Construction Cost			Elemental Breakdown			Breakdown of Construction elements according to Phases				$0
			Unit Cost	Elemental Quantity		Scoping	Development	Delivery		
	CONTRACTOR								$0	
		Environmental Works			$0					
		Traffic Management and Temporary Works			$0					
		Public Utilities Adjustments			$0					
		Bulk Earthworks	$0.00		$0					
		Retaining Walls	$0.00		$0					
		Drainage			$0					
		Bridges	$0.00		$0					
		Tunnels			$0					
		Rolling Stock			$0					
		Rail Systems - Overhead wiring			$0					
		Rail Systems - Power Supply and Distribution			$0					
		Rail Systems - Signalling			$0					
		Rail Systems -Rail Communications			$0					
		Rail Systems - Combined Services Route			$0					
		Roadworks, Landscaping, Fencing			$0					
		Transport Stations, Interchanges, Buildings, Stations, Stabling and Maintenance Buildings			$0					
		Trackwork			$0					
		Commissioning and Handover			$0					
		Design (if by contractor)			$0					
		Supplementary Items			$0					
	CLIENT								$0	
		Client supplied Materials and Construction Services - Delivery			$0					
Total										$0

SCRATCH PAD

4 Development Phase (Full) Scratch Pad area		
Calculations		
Breakdown of Property Acquisition elements according to Phases		
Scoping	Development	Delivery
Breakdown of Construction elements according to Phases		
Scoping	Development	Delivery

Table 2: OVERALL PROJECT SUMMARY TABLE (incl sunk costs)

	P50	P90
BASE ESTIMATE	$0	$0
CONTINGENCY	$0	$0
PROJECT ESTIMATE	$0	$0
ESCALATION	$0	$0
OUTTURN COST	$0	$0

Table 3: OVERALL PROJECT SUMMARY TABLE (excl sunk costs)

	P50	P90
BASE ESTIMATE	$0	$0
CONTINGENCY	$0	$0
PROJECT ESTIMATE	$0	$0
ESCALATION	$0	$0
OUTTURN COST	$0	$0

Scoping Phase Funding Requested - lump sum
$0

Table 4:FUNDING CONTRIBUTION

	P50	P90
AG Funding Sought	$0	$0
Jurisdiction Contribution	$0	$0
Total	$0	$0
Percentage funding Sought		0.00%

Table 5: PROJECT CASHFLOW AND ESCALATION CALCULATION TABLE

	Sunk Costs / Actual Costs		Project Cashflow FY2022/23 Onwards												Total Project Costs
	Scoping Phase Expenditure ($)		YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	YEAR 11	YEAR 12	If this cell is Red, it indicates that the Total Base Estimate (below) is different to the Total Base Estimate in the Base Estimate Table (Pcb Level 1 total)
			2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	
Base Estimate															$0
P50 Project Estimate															$0
P90 Project Estimate															$0
Rebasing Factor	1.117														
Annual Escalation Rate %			4.67%	2.50%	1.80%	1.91%	2.03%	2.47%	3.00%	2.62%	2.62%	2.62%	2.62%	2.62%	
Cumulative Escalation Factor (%)			1.117	1.145	1.165	1.187	1.211	1.241	1.278	1.312	1.346	1.382	1.418	1.455	
P50 Escalation ($)			0	0	0	0	0	0	0	0	0	0	0	0	$0
P50 Outturn Cost ($)			0	0	0	0	0	0	0	0	0	0	0	0	$0
P90 Escalation ($)			0	0	0	0	0	0	0	0	0	0	0	0	$0
P90 Outturn Cost ($)			0	0	0	0	0	0	0	0	0	0	0	0	$0

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Additional notes/clarification relating to any aspect of this cost estimate.

Use this sheet for any calculations for worksheet (4) Development Phase

(5) Delivery Phase

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PCB Level 1	PCB Level 2	PCB Level 3			PCB Level 3				PCB Level 2	PCB Level 1
Client Management & Oversight Cost										$0
	SCOPING								$0	
		Project Management-Scoping								
		Design & Investigation-Scoping								
	DEVELOPMENT								$0	
		Project Management-Development								
		Design & Investigation-Development								
	DELIVERY								$0	
		Project Management-Delivery								
		Design & Investigation-Delivery								
		Client supplied Insurances, Fees, Levies - Delivery								
						Breakdown of Property Acquisition elements according to Phases				
	PROPERTY ACQUISITION					Scoping	Development	Delivery	$0	
		Purchase Price			$0					
		Transactional Cost & Other costs			$0					
		Business Compensation			$0					
		Environmental Offsets			$0					
Construction Cost			Elemental Breakdown			Breakdown of Construction elements according to Phases				$0
			Unit Cost	Elemental Quantity		Scoping	Development	Delivery		
	CONTRACTOR								$0	
		Environmental Works			$0					
		Traffic Management and Temporary Works			$0					
		Public Utilities Adjustments			$0					
		Bulk Earthworks	$0.00		$0					
		Retaining Walls	$0.00		$0					
		Drainage			$0					
		Bridges	$0.00		$0					
		Tunnels			$0					
		Rolling Stock			$0					
		Rail Systems - Overhead wiring			$0					
		Rail Systems - Power Supply and Distribution			$0					
		Rail Systems - Signalling			$0					
		Rail Systems -Rail Communications			$0					
		Rail Systems - Combined Services Route			$0					
		Roadworks, Landscaping, Fencing			$0					
		Transport Stations, Interchanges, Buildings, Stations, Stabling and Maintenance Buildings			$0					
		Trackwork			$0					
		Commissioning and Handover			$0					
		Design (if by contractor)			$0					
		Supplementary Items			$0					
	CLIENT								$0	
		Client supplied Materials and Construction Services - Delivery			$0					
Total										$0

SCRATCH PAD

(5) Delivery Phase Scratch Pad area

Calculations

Breakdown of Property Acquisition elements according to Phases		
Scoping	Development	Delivery

Breakdown of Construction elements according to Phases		
Scoping	Development	Delivery

Table 2: OVERALL PROJECT SUMMARY TABLE (incl sunk costs)

	P50	P90
BASE ESTIMATE	$0	$0
CONTINGENCY	$0	$0
PROJECT ESTIMATE	$0	$0
ESCALATION	$0	$0
OUTTURN COST	$0	$0

Table 3: OVERALL PROJECT SUMMARY TABLE (excl sunk costs)

	P50	P90
BASE ESTIMATE	$0	$0
CONTINGENCY	$0	$0
PROJECT ESTIMATE	$0	$0
ESCALATION	$0	$0
OUTTURN COST	$0	$0

Scoping Phase Funding Requested - lump sum

$0

Table 4:FUNDING CONTRIBUTION

	P50	P90
AG Funding Sought	$0	$0
Jurisdiction Contribution	$0	$0
Total	$0	$0
Percentage funding Sought		0.00%

Table 5: PROJECT CASHFLOW AND ESCALATION CALCULATION TABLE

	Sunk Costs / Actual Costs			Project Cashflow FY2022/23 Onwards												Total Project Costs
	Scoping Phase Expenditure ($)	Development Phase Expenditure ($)		YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR 8	YEAR 9	YEAR 10	YEAR 11	YEAR 12	If this cell is Red, it indicates that the Total Base Estimate (below) is different to the Total Base Estimate in the Base Estimate Table (Pcls Level 1 total)
				2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	
Base Estimate																$0
P50 Project Estimate																$0
P90 Project Estimate																$0
Rebasing Factor		1.117														
Annual Escalation Rate %				4.67%	2.50%	1.80%	1.91%	2.03%	2.47%	3.00%	2.62%	2.62%	2.62%	2.62%	2.62%	
Cumulative Escalation Factor (%)				1.117	1.145	1.165	1.187	1.211	1.241	1.278	1.312	1.346	1.382	1.418	1.455	
P50 Escalation ($)				0	0	0	0	0	0	0	0	0	0	0	0	$0
P50 Outturn Cost ($)				0	0	0	0	0	0	0	0	0	0	0	0	$0
P90 Escalation ($)				0	0	0	0	0	0	0	0	0	0	0	0	$0
P90 Outturn Cost ($)				0	0	0	0	0	0	0	0	0	0	0	0	$0

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Additional notes/clarification relating to any aspect of this cost estimate.

Use this sheet for any calculations for worksheet (5) Delivery Phase

(5A) Post Completion Phase

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Table 1. BASE ESTIMATE: PROJECT COST BREAKDOWN (PCB) - RAIL PROJECT:

PCB Level 1	PCB Level 2	PCB Level 3			PCB Level 3				PCB Level 2	PCB Level 1
Client Management & Oversight Cost										**$0**
	SCOPING								**$0**	
		Project Management-Scoping								
		Design & Investigation-Scoping								
	DEVELOPMENT								**$0**	
		Project Management-Development								
		Design & Investigation-Development								
	DELIVERY								**$0**	
		Project Management-Delivery								
		Design & Investigation-Delivery								
		Client supplied Insurances, Fees, Levies - Delivery								
						Breakdown of Property Acquisition elements according to Phases				
	PROPERTY ACQUISITION					**Scoping**	**Development**	**Delivery**	**$0**	
		Purchase Price			$0					
		Transactional Cost & Other costs			$0					
		Business Compensation			$0					
		Environmental Offsets			$0					
Construction Cost			**Elemental Breakdown**			**Breakdown of Construction elements according to Phases**				**$0**
			Unit Cost	**Elemental Quantity**						
	CONTRACTOR					**Scoping**	**Development**	**Delivery**	**$0**	
		Environmental Works			$0					
		Traffic Management and Temporary Works			$0					
		Public Utilities Adjustments			$0					
		Bulk Earthworks	$0.00		$0					
		Retaining Walls	$0.00		$0					
		Drainage			$0					
		Bridges	$0.00		$0					
		Tunnels			$0					
		Rolling Stock			$0					
		Rail Systems - Overhead wiring			$0					
		Rail Systems - Power Supply and Distribution			$0					
		Rail Systems - Signalling			$0					
		Rail Systems -Rail Communications			$0					
		Rail Systems - Combined Services Route			$0					
		Roadworks, Landscaping, Fencing			$0					
		Transport Stations, Interchanges, Buildings, Stations, Stabling and Maintenance Buildings			$0					
		Trackwork			$0					
		Commissioning and Handover			$0					
		Design (if by contractor)			$0					
		Supplementary Items			$0					
	CLIENT								**$0**	
		Client supplied Materials and Construction Services - Delivery			$0					
Total										**$0**

5(A) Post - Completion Phase Scratch Pad		
Calculations		
Breakdown of Property Acquisition elements according to Phases		
Scoping	**Development**	**Delivery**
Breakdown of Construction elements according to Phases		
Scoping	**Development**	**Delivery**

Table 2: PROJECT CASHFLOW

	Sunk Costs / Actual Costs			Project Cashflow Actuals											
	Scoping Phase Expenditure ($)	**Development Phase Expenditure ($)**		**2011/12**	**2012/13**	**2013/14**	**2014/15**	**2015/16**	**2016/17**	**2017/18**	**2018/19**	**2019/20**	**2020/21**	**2021/22**	**2022/23**
Base Estimate (or True Cost if applicable)	**$0**	**$0**													

Please provide details of cost estimation approach used below if required (particularly where a mix of approaches were used):

Additional notes/clarification relating to any aspect of this cost estimate.

Use this sheet for any calculations for worksheet (5A) Post-Completion Phase

(6) Phase Descriptions

PHASE	Input (To be provided to the Department)	Output (Product at end of the phase)	Phase Descriptions
IDENTIFICATION	Proposal for IDENTIFICATION Phase funding	The preferred alternative with an indicative cost presented as both outturned and non outturned format with cash flow identified and reflecting contingencies at both P50 and P90.	The Project Identification phase requires an appraisal/study of broad alternatives such as road and rail technology, travel demand management, land use etc. to solve a particular transport problem. The appraisal considers how well the broad alternatives to address the problem meet the Infrastructure Investment objectives and identifies a preferred alternative solution for progression to the Project Scoping phase.
SCOPING	Proposal for SCOPING Phase funding (reflecting the output cost estimate from the Identification phase)	The preferred option with a more detailed cost estimate presented as both outturned and non Outturned costs with cash flow identified and reflecting contingencies at both P50 and P90.	Project Scoping entails the investigation of specific options (such as route selections for a bypass) that achieve the preferred alternative to address the transport problem studied in the Identification phase. For each of the specific options a business case analysis is required which should address the Benefit Cost Ratio (BCR), the finances, the scope and budgets/timing (including contingency at P50 and P90 and escalation) for each option, recognising that costs estimates are likely to be based on limited information and hence contingencies are likely to be high. A preferred option will be the result of the business case analysis and the outcome of the Scoping Phase.
DEVELOPMENT	Proposal for DEVELOPMENT Phase funding (reflecting the output cost estimate from the Scoping phase)	Detailed construction specification and detailed pre-tender cost estimate presented as both outturned and non Outturned costs with cash flow identified and reflecting contingencies at both P50 and P90. [Cost estimate for the whole project includes any actual costs from previous phases]	Project Development entails detailed planning (such as environmental approvals, land acquisition, community consultation) and design (such as field studies, preliminary detailed design, quantity estimates) of the preferred option and the development of a updated BCR, detailed and refined project budgets/timings (including a pre-tender estimate) and a procurement method. This phase might also involve some pre-construction or preliminary construction work.
DELIVERY	Proposal for DELIVERY Phase funding (reflecting the output cost estimate from the Development phase)	Completed and commissioned project and actual project cost [Cost estimate for the whole project includes any actual costs from previous phases]	Project Delivery entails construction and commissioning of the preferred option following a procurement process and the selection of a construction contractor. Preliminary works (relocation of services, earthworks etc) could precede the main construction contract. Progress reporting and progress claims are required from the proponent at regular intervals during this phase.

(7) PCB DEFINITIONS		
Element	**Definition and Application**	**Unit Qty**
	Each element definition below includes, but is not limited to the items and activities defined. Reasonable judgement should be applied to allocate cost items within cost breakdown structure.	
Management and Oversight		
Project Management	*Applies to all phases from Identification to Delivery and Finalisation*	
	Includes all resources, whether agency or outsourced or sub-contracted.	
	Agency Overhead (whether funded by a recurrent budget or project budget)	
	Program Administration	
	Stakeholder consultation and communication, including with owners, councils, operators, media, community and the like	
	Contract Administration of consultants, advisors, contractors	
	Contract Management and Supervision (by Client)	
	Legal and Commercial	
	Procurement management, including procurement and contract documents, evaluation etc	
	Planning and Programming	
	Cost Planning and Cost Advisory	
	Risk Assessment	
	OH&S activities managed by the Client organisation	
	Project reports throughout the planning, development and delivery phases	
	Project review and approval	
	Obtaining consents and approvals	
	Client Representation	
	Audits by Client including construction, Rail safety	
	Finalisation and handover costs by Client	
Design and Investigation	*Applies to all phases from Identification to Delivery and Finalisation*	
	Includes all resources, whether agency or outsourced or sub-contracted.	
	Design and Investigation includes, but is not limited to, the following activities:	
	Planning at the identification stage, including planning studies and project definition	
	Concept Design	
	Options identification and analysis	
	Design development	
	Detailed design & tender design documentation	
	Investigations covering requirements & supply for geotechnical, land, materials & water	
	Surveys, including topographical and property	
	Utilities surveys, searches and reports	
	Technical studies, including (for example): noise, environment, flora, fauna, cultural, heritage, air quality, safety, hydrological	
	Demand survey, analysis and modelling	
	Updating design documentation, reports	
	Independent Verifier / Certifier	
	Environmental Impact Studies	
	Finalisation and handover costs related to Design	
Property Acquisition - Purchase Price	Costs estimated and reported under Property Acquisition Purchase Price include, but are not limited to:	**M^2 of land required**
	Purchase price of property or access rights (leases or equivalent)	
	Credits to the project from any property disposal (if credited to the project)	
Property Acquisition - Transaction & Other costs	Transaction Costs related to purchase (or lease), including legal, stamp duty, property valuation, surveys etc	
	Management costs directly related to property matters.	
Property Acquisition - Business Compensation	Business and / or personal compensation	
	Relocation costs of owners/ tenants	
Property Acquisition - Environmental Offsets	Purchase of offset land Development / planting of land under an environmental offset.	**M^2 of land affected**
Other Client Costs	Client supplied Insurances, Fees, Levies, Testing, Commisioning, operational readiness, training, possession costs including bussing.	
	Project insurance procured by the agency and is made available to contractors	
uction Cost	This section includes all construction related activities such as enabling or early works, the main construction works , completion and finalisation works as well as the initial maintenance period required by the project.	
Environmental Works	Temporary environmental works during construction, such as retention, detention and sedimentation ponds, monitoring, screens, filtering, maintenance of same during construction, protection, preservation & monitoring of Aboriginal sites, protection of flora, fire prevention, waste disposal, dieback and dust control.	**N/A**
	Permanent environmental works, such as retention, detention and sedimentation ponds, monitoring , screens, filtering etc and maintenance of same for the stipulated contract period.	

(7) PCB DEFINITIONS		
	Noise Barriers, temporary and permanent, including specific noise walls, attenuation measures such as mounds, tree planting where noise attenuation is required.	
	Provision of fauna habitats, underpasses, overpasses, culverts/tunnels, rope crossings , poles and the like	
	Property adjustment works including preconstruction and post construction property inspections	
Traffic Management and Temporary Works	Temporary traffic management measures including temporary signage, personnel and barriers for protection of public, traffic and property	**N/A**
	Temporary bypasses or diversions including maintenance of existing Rail corridors	
	Temporary works (based on work method assumptions) for which the costs can be reasonably isolated from the execution of the main works, such as gantries, bridges, paths, etc	
Public Utilities Adjustments	Temporary or permanent diversion, relocation or protection of public utilities such as:	**N/A**
	- Water Supplies	
	- Sewerage	
	- Stormwater	
	- Gas	
	- Electricity, including HV and LV, above or below ground	
	- Communications, such as data, telephone and the like, above or below ground.	
	- Relocation of major public utility infrastructure , such as substations, pump stations, and other fixed utility assets, to enable the main works to proceed.	
	Note: Excludes new installations that form an integral part of the new infrastructure, which is accounted for in the relevant sections of that work.	
Bulk Earthworks	Bulk earthworks includes the formation of the required lines and levels of the new works, such as:	**M^3**
	Establishment & reinstatement of embankment or Rail material borrow pits and access tracks, haul roads	
	Site preparation and general clearing, top soil removal, decontamination.	
	Bulk excavation to sub-grade levels	
	Filling, including cut to fill and imported filling to top of formation	
	Capping layer	
	Ground improvement, including stabilisation and pre-loading activities	
	Replacement of unsuitable material	
	Formation of batters and trimming	
	Spoil handling, storage and disposal activities	
	Testing	
Retaining Walls	Includes all types of retaining walls, such as:	**M^2**
	Reinforced earth and soil nailed walls, including detailed excavation and backfill	
	Cantilever walls, including detailed excavation	
	Crib or interlocking walls, including detailed excavation and backfill	
	Post and panel walls, including all excavation, structural elements and finishing treatments	
	Diaphragm walls, including excavation activities and structural elements	
	Demolition or adjustment of existing retaining walls	
	Note: Excavation includes the costs of spoil disposal for the respective element	
Drainage	Includes the following items of work	
	Box and pipe culverts, including excavation and backfill, spoil disposal, new or existing altered structural elements and gabion matting, rock protection or equivalent treatments	
	Longitudinal and transverse in-ground drainage, including excavation and shoring, bedding and backfill work, new existing or altered pipework and identification work.	
	Sub-soil drainage (as per other drainage)	
	Specific filter layers (excluding where part of a pavement design)	
	Surface drainage, such as V drains, cess drains, drain linings, and the like.	
	Kerb and gutter, including inlet pits and trunk drains	
	Gross pollutant traps, treatment facilities, and the like	
	Pits and junctions related to the above works	
	Removal adjustment or making safe redundant drainage items	
Bridges	Bridges road and rail, including all components, such as detailed excavation, foundation systems, abutment structures, new or refurbished deck and suspension structures, barriers, handrails and walkways, bridge drainage, deflection walls, maintenance access and facilities and surface finishing.	**M^2 deck**
	Pedestrian bridges, (complete) including foundations, structure, finishes and services. (where integral with a station or interchange, the bridge component should be included with that facility)	
	Demolition or adjustment of existing bridges	
Tunnels	All tunnel construction activities, for all methods including, but not limited to:	**Km (and specify No of Lanes)**
	Cross passages, egress and ventilation tunnels associated with the main tunnel	
	Mobilisation / demobilisation of tunnel equipment and activities	
	Excavation and support , including spoil disposal	
	Tunnel Linings, all types	
	Tunnel drainage	
	All finishings, including pavements, architectural linings, barriers, signage, marking etc	
	All tunnel services, including fire and life safety, lighting, ventilation, maintenance and access systems	
	Ventilation structures and equipment	

(7) PCB DEFINITIONS	
	Control buildings and tunnel control systems (excluding Rail Systems)
	Demolition or adjustment of existing tunnels
	Pedestrian or vehicular underpasses using a form of tunnel construction
	Note: Tunnel fitout for rail systems (track, overhead wiring, signalling, coimmunications etc) should be included in their respective elements
Trackwork	Rail track complete, including ballast, sleepers, rail, rail fittings, track laying, tamping and grinding
	Acoustic rail track, including associated track slab, acoustic or vibration track fittings, track laying, grinding.
	Track turnouts, crossovers, actuators, check points, associated with the rail installation
	Buffer stops including sliding friction, hydraulic and fixed stops
	Slewing or adjustment of existing rail track.
	Removal and disposal of existing rail track
Rail Systems - Overhead wiring	Overhead traction power wiring, including all associated support structures, catenary wiring and power supply.
	Trackside posts, gantries and fittings associated with the support of overtrack wiring
	Catenary and power wiring and associated tensioning systems within or outside of tunnels
	Transformers, switchgear, insulators, earthing, bonding, registration equipment,
	Undertrack crossings for overhead wiring installation
Rail Systems - Power Supply and Distribution	Incoming Raw power supply to sub-stations Substations High and low voltage power distribution along corridor Transformers for supply to overhead wiring
	Trackside installations associated with Power Distribution
Rail Systems - Signalling	All signalling and cabling and associated activities:
	Signal Plans, Control Tables and design directly associated with signalling
	Mechanical and civil works where associated with signalling installation, including the services route where solely for signalling.
	Control systems, automatic trail protection and control, interlocking,
	Trackside installations associated with Signalling, including location cases, track circuits, axle counters, signal posts and signals, compressed air systems, ground frames, under track crossings, and other lineside items.
	Signalling power supply from the point of substation or transformer
	Signal boxes and buildings
Rail Systems -Rail Communications	Rail communication systems, including:
	Public address (PA), closed circuit television (CCTV), help points, passenger information systems, precise clocks,
	Train radio, telecommunications systems (eg mobile phones, data and radio broadcast),
	SCADA
	Trackside installations associated with Rail Communications
Rail Systems - Combined Services Route	Excavation, backfilling, conduits, pits and markers provided a trunk route for a range of rail services.
	If the route is solely for one service, eg signalling, the the cost of this route is included in the Rail Systems - Signalling installation
Roadworks, landscaping, fencing	Roadworks other than within station interchanges
	Corridor access roads and paths
	Fencing, footpaths and cycleways
	Project wide landscaping, including hard and soft, and maintenance in accordance for the stipulated contract period.
Transport Stations, Interchanges, Buildings,-Stations, Stabling and Maintenance Buildings	Note: for each facility type, a further elemental breakdown is necessary in supporting documentation. This breakdown would generally follow accepted pratice for building works (eg foundations, structure, façade, roof, building services and the like, in rappropriate detail)
	Above ground stations including all associated components (platforms, vertical tranpsort)
	Below ground stations, including all associated components, in particular,cavern excavation and support
	Transport Interchanges, including structures, road pavements, lighting, vertical transport, signage etc
	Carparks , on grade and multideck, complete including associated access roads and controls.
	(Rail) Administration Buildings
	Stabling Buildings complete
	Maintenance facilities (complete)
	Presentation (Cleaning) facilities (complete)
	Other building (reference) classes
Commissioning and Handover	
	Testing and commissioning of component and integrated systems
	Overall commissioning of the integrated systems
	Handover of completed facilities
	Training of operators and management
	Accreditation costs as of regulator approval
Design (if by Contractor)	

(7) PCB DEFINITIONS		
	Design undertaken by the contractor where a design and construction service is undertaken, typically occurring in D&C and Alliance style contracts. In which case would include:	
	Design to full documentation stage	
	Independent Certification	
	As-built documentation	
Rolling Stock	Design, procurement, commissioning and delivery of rolling stock	
Supplementary Items		
	This cost centre should only be used for exceptional items that cannot be reasonably allocated to the above elements.	
	Items in this category need to be described and included in their totality.	
	Such items may include:	
	Management costs incurred by a Contractor to form an Alliance (but excluding ongoing Indirect costs)	
	Costs of a component of non-rail work affected by the rail construction, e.g. adjustments to road infrastructure.	
	Minor Installations	

es

(7) PCB DEFINITIONS		
Element	**Definition and Application**	**Unit Qty**
	Reasonable judgement should be applied to allocate cost items within cost breakdown structure.	
Management and Oversight		
Project Management	*Applies to all phases from Identification to Delivery and Finalisation*	
	Includes all resources, whether agency or outsourced or sub-contracted.	
	Agency Overhead (whether funded by a recurrent budget or project budget)	
	Program Administration	
	Stakeholder consultation and communication, including with owners, councils, operators, media, community and the like	
	Contract Administration of consultants, advisors, contractors	
	Contract Management and Supervision (by Client)	
	Legal and Commercial	
	Procurement management, including procurement and contract documents, evaluation etc	
	Planning and Programming	
	Cost Planning and Cost Advisory	
	Risk Assessment	
	OH&S activities managed by the Client organisation	
	Project reports throughout the planning, development and delivery phases	
	Project review and approval	
	Obtaining consents and approvals	
	Client Representation	
	Audits by Client including construction, Rail safety	
	Finalisation and handover costs by Client	

(8) PCB Metrics & Descriptors

Data required to enable high level benchmarking

	Description	Unit	Measurement Definition
1	**Key Project Quantities**		
	Track Length	km	The track length represents the overall length of new / upgraded track
	Number of Stations		Number of Stations to be constructed
	Tunnel Length	km	The number of kilometres of tunnel that is to be created stating the number of tracks contained therein. (for example, a one kilometre stretch of a standard two tracks tunnel represents ONE tunnel kilometre).
	Number of Tunnels		Number of tunnels to be constructed
2	**Elemental Quantities**		
	Note:		Not all elements will have an element quantity. In these cases, only the lane kilometre quantity will be applied.
	The following elements will have unit quantities:		
	Bulk Earthworks	m3	The total quantity of excavated material, including excavation in rock, cut to fill, cut and dispose etc, plus the total quantity of fill imported from offsite.
	Retaining walls	m2	Face area of wall from top of wall foundation to top of retaining wall
	Bridges	m2	Area of bridge deck structure, measured between outer edges of bridge.
3	**Duration**		
	The planned and actual program information is required for the following activities:		
	Base Date of Estimate		Required to be stated on estimate summary
	Commence Scoping Phase		Planned / Actual dates as appropriate
	Commence Development Phase		Planned / Actual dates as appropriate
	Commence Delivery Phase		Planned / Actual dates as appropriate
	Start Construction (on site)		Planned / Actual dates as appropriate
	Complete construction		Planned / Actual dates as appropriate
4	**Reference Class of Project**		
	This should be guided by agency's practice, however suggested reference classes may be:		
	Urban rail - electrified		
	Regional rail - electrified		
	Urban rail -not electrified		
	Regional rail - not electrified		
	Light rail		
5	**Procurement Method**		
	Construct Only		
	Design and Construct		
	Managing Contractor		
	Early Contractor Involvement		
	Alliance		
	PPP		
6	**Method of Risk Assessment**		
	Factor Based		
	Deterministic		
	Probabilistic		
7	**Project Phase**		
			Select the phase of the project for which you are entering estimates
	Identification		
	Scoping		
	Development		
	Delivery		
	Post-Completion		

(9) Requirements For Each Phase

Project Life Cycle - Time sequencing of Project Phases and submissions

	Identification Phase Submission (Seeking Identification Phase Funding)	Scoping Phase Submission (Seeking Scoping Phase Funding) MINIMUM REQUIREMENT [Probabilistic unless Department authorised]	Development Phase Submission (Seeking Development Phase Funding) MINIMUM REQUIREMENT [Probabilistic]	Delivery Phase Submission (Seeking Delivery Phase Funding) MINIMUM REQUIREMENT [Probabilistic]	Post- Completion Report (Reporting actual project costs)
	Project Contingency[4] (Nil - not required)	Project Contingency[4] P50 P90	Project Contingency[4] P50 P90	Project Contingency[4] P50 P90	Project Contingency[4] Nil (All actuals)
Identification Phase Cost	Estimate	Actual cost[(2)]	Actual cost[(2)]	Actual cost[(2)]	Actual cost[(2)]
		+	+	+	+
Scoping PCBs Cost Elements		Estimate (Detailed/Supplier Quote)	Actual cost[(2)]	Actual cost[(2)]	Actual cost[(2)]
		+	+	+	+
Development PCBs Cost Elements		Estimate	Estimate (Detailed/Supplier Quote)	Actual cost[(2)]	Actual cost[(2)]
		+	+	+	+
Delivery PCBs Cost Elements		Estimate	Estimate	Estimate (Detailed pre-tender)	Actual cost[(2)]
		=	=	=	=
Total Submission/Report Cost (Aggregation of Identification, Scoping, Development & Delivery PCBs Cost Components) **[Note that for simplicity this diagram only reflects Project Costs i.e. the project Base Cost plus Contingency, as this is the basis on which the Cost Benchmarking Tool compares projects. However each Submission should also include the Outturn cost, which is the Project Cost escalated by the appopriate index]**	Identification Phase Only Cost Estimate	Whole of Project Cost Estimates (P50 & P90)	Whole of Project Cost Estimates (P50 & P90)	Whole of Project Cost Estimates (P50 & P90)	Whole of Project Actual Cost

KEY POINTS

1 Normally a submission is submitted prior to the commencement of each phase seeking funding for that phase. However multiple phase submissions may be submitted and if a submission is approved in principle, it will need to be updated at the conclusion of each phase with the actuals for that phase and an updated estimate for subsequent phases.

2 Each submission, with the exception of an Identification phase submission, provides a detailed cost estimate for the phase for which funding is sought, and ideally the actual costs for preceding phases and robust estimates for the overall project cost at both P50 and P90 level. Where the actual costs for the preceding phase are not available when a Submission for the subsequent phase is submitted, a best estimate should be provided and should be updated with the actuals, when available.

3 The above diagram depicts the Project Cost Breakdown (PCB) structure in simplified form as being composed of five cost element groups e.g. Identification, Scoping, Development, Delivery and Post-Completion. Apart from the Identification phase, each 'Cost Element Group' includes a number of subordinate cost elements as shown in the full PCB structure.

4 For a Scoping phase submission, while the estimate for the Scoping phase Cost Element should be quite robust (i.e. a jurisdiction may already have received detailed quotes for this phase), the contingency for the overall project, as a % of Base Estimate, is likely to be quite high at both the P50 and P90 levels reflecting that only limited information regarding the project is available at that stage. However for Development and Delivery phase submissions the project contingencies for the overall project are expected to progressively reduce reflecting that more information about the project is known. In particular for a Delivery phase Submission both the P50 and P90 contingencies for the overall project should be quite low as the jurisdiction will have actual costs for both the Scoping and Development phases, and most likely a detailed pre tender estimate (often prepared by an independant service provider) for the Delivery phase.

5 The above framework is a simplification for the purposes of illustrating the associated principles, noting that Property Acquisition can occur in any phase except the Post-Completion Phase, while some construction related work may occur in the Scoping Stage, enabling works etc can frequently occur in the Development phase with the majority of the construction related work occurring in the Delivery phase.

Lists and Help

State/Territory

State or Territory in which the project is being constructed

QLD

WA

VIC

TAS

SA

WA

NT

ACT

Project Phase

Select the phase of the project for which you are entering estimates. Selecting a phase will hide unrelated sheets in the PCB Template.

Scoping

Development

Delivery

Post-Completion

Procurement Method

Procurement method used for this project.

Construct Only

Design and Construct

Managing Contractor

Early Contractor Involvement

Alliance

PPP

RailCOCI Escalation Indexes

Escalation Index used in calculations for this project. Note that escalation rates are procurement method and aboveground/belowground specific so this field must be completed.

Bridges

Number of bridges to be constructed

F43 – Bulk Earthworks Elemental Qty

Enter a whole number value in cubic metres for all earthworks associated with the project

Date of Estimate

Note: the date of estimate must be completed accurately to ensure escalation is calculated appropriately.

Retaining Walls Elemental Quantity

Enter a whole number value in metres squared for all retaining walls associated with the project

Bridge Elemental Quantity

Enter a whole number value in metres squared for the area of the bridge deck for all bridges associated with the project

Scoping Phase Funding Request

The phase funding request can be calculated in two ways, 1. a lump sum requesting funding amount (entered in cell I77) or 2. a proportion of the project casfhlow as a percentage (calculated on annual basis in row 92).

Overall Project Summary Table

The Project Summary Table is the total cost of the project including any scoping, development or delivery phase funding request

Phase Proportions Cashflow

Project phase proportions are a way of calculating scoping or development funding requests as part of an overall project cashflow. For example, if scoping phase funding represents 100% of the casfhlow in year 1 and 25% in year 2, enter 100% and 25% in cells F92 and G92. If scoping or delivery phase is a lump sum funding request, use table 3.

Jurisdiction Funding Contribution

Design and Construct

Construct Only

Reference Class

Reference class for this project

Above ground

Below ground (tunnelling)

Combination

The funding contribution sought by the jurisdiction as a percentage of the overall project cost (including where applicable, scoping and development phase funding)

Scratch Pad

The Scratch Pad mirrors the fields in Table 1 and can be used to perform calculations or link to the empty scratch pad tab. The scratch pad and scratch pad tab are unlocked and can be used for more detailed cost breakdowns as required. Values must still be entered into the green fields in Table 1.

Uplift Factor

The uplift factor rebases the estimate from the month of costing to the PCB versions end of financial year so that forecast escalation rates can be applied.

Data validation Phase Percentages

0

100

P90 Schedule Rate

Note that this figure does not replace the existing schedule rate (if applicable). Contingency can be sought up to schedule rate for projects already agreed to.

Escalation Difference (Uplift)

Note that the escalation in this cell will be different from the summary tables if the uplift factor is greater or less than 1.

From: Schedule 2.2(a)ii
To: Cahif, Ashley; Harman, Rebecca; Stephens, Hamish
Cc: Schedule 2.2(a)ii
Subject: RE: Infrastructure Australia [SEC=OFFICIAL]
Date: Wednesday, 2 August 2023 2:42:26 PM
Attachments: image001.png
image002.png
image004.png

OFFICIAL

Hi Ash
My apologies for the delay in providing an answer on how to submit a Business Case to Infrastructure Australia. Today I had the privilege to attend an IA meeting and took the opportunity to ask the question (as my email was not soliciting a response).
I was advised that you can submit a Business Case to IA via 'Submit a proposal'. The board meets every two months to discuss Business Cases. As for a contact in IA, you can reach out to Coralie Williams should you have any questions:

Schedule 2.2(a)ii
Director, Project Advisory & Evaluation
Schedule 2.2(a)ii
Schedule 2.2(a)ii

I hope this helps,
Cheryl

Schedule 2.2(a)ii
Assistant Director • Regional NSW and ACT • Land Transport Infrastructure Division
Schedule 2.2(a)ii
Schedule 2.2(a)ii
GPO Box 594 Canberra, ACT 2601
Department of Infrastructure, Transport, Regional Development, Communications and the Arts
CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONS

infrastructure.gov.au
Schedule 2.2(a)ii

OFFICIAL

From: Cahif, Ashley
Sent: Monday, 26 June 2023 5:40 PM
To: Schedule 2.2(a)ii; Harman, Rebecca ; Stephens, Hamish
Cc: Schedule 2.2(a)ii
Subject: RE: Infrastructure Australia [SEC=OFFICIAL]

OFFICIAL: Sensitive

Thanks Schedule 2.2(a)ii
Kind regards
Ash

From: Schedule 2.2(a)ii
Sent: Monday, 26 June 2023 4:47 PM
To: Cahif, Ashley <Ashley.Cahif@act.gov.au>; Harman, Rebecca <Rebecca.Harman@act.gov.au>; Stephens, Hamish <Hamish.Stephens@act.gov.au>

Cc: Schedule 2.2(a)ii [redacted]

Subject: Infrastructure Australia [SEC=OFFICIAL]

> **Caution:** This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe. Learn why this is important

OFFICIAL

Hi Ash

As mentioned at last weeks telecon, I promised to look into the IA process.

Good news, it turns out I misguided you. Only a project with more than $250m in AG funding needs to go to IA before delivery. However, I have still asked how the process works.

Chat soon

Cheryl

Schedule 2.2(a)ii [redacted]

A/g Director • Regional NSW and ACT • Land Transport Infrastructure Division

Schedule 2.2(a)ii [redacted]

Schedule 2.2(a)ii [redacted]

GPO Box 594 Canberra, ACT 2601

Schedule 2.2(a)ii [redacted]

Department of Infrastructure, Transport, Regional Development, Communications and the Arts

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OFFICIAL

From: Schedule 2.2(a)ii
To: Stephens, Hamish; Harman, Rebecca
Cc: Schedule 2.2(a)ii Cahif, Ashley
Subject: Canberra Light Rail Stage 2A - Delivery PPR - Requirement to submit business case to IA [SEC=OFFICIAL]
Date: Monday, 20 November 2023 1:58:39 PM
Attachments: image001.png
RE Infrastructure Australia SECOFFICIAL.msg

OFFICIAL

Hi Hamish and Bec

Further to our conversation at the telecon last week, please find attached an email Cheryl sent Ash back in August 2023 regarding how to submit a business case for Stage 2A to Infrastructure Australia (IA).

Project threshold for IA:
$250 million or more Australian Government funding committed to project

How to submit a business case to IA:
Online via 'Submit a proposal'

Expected timeframe:
The board meets every two months to discuss Business Cases.

Key contact at IA to seek information and ask questions:
Schedule 2.2(a)ii – Director of Project Advisory and evaluation – Schedule 2.2(a)ii - Schedule 2.2(a)ii

Situation with Stage 2A:
At the moment the project falls just below this threshold ($218.385 million), however given there is a request for additional AG funding to be considered by the Australian Government, that will potentially bring this above the threshold, I think it is prudent that you contact IA and begin the process of submitted the business case for review. This is a requirement of the PPR, so the sooner we organise this, the sooner the PPR can be submitted for the Minister to consider the delivery phase funding release.

Kind regards

Schedule 2.2(a)ii
Project Officer • ACT and Regional NSW • Land Transport Infrastructure Division
Schedule 2.2(a)ii
Schedule 2.2(a)ii
GPO Box 594 Canberra, ACT 2601

Department of Infrastructure, Transport, Regional Development, Communications and the Arts
CONNECTING AUSTRALIANS • ENRICHING COMMUNITIES • EMPOWERING REGIONS

I would like to acknowledge the traditional custodians of this land on which we meet, work and live.
I recognise and respect their continuing connection to the land, waters and communities.
I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.

Shea, Patrick

From: Harman, Rebecca
Sent: Wednesday, 20 December 2023 8:46 AM
To: Schedule 2.2(a)ii
Cc: Stephens, Hamish
Subject: RE: December telecon cancelled - Notes still due - Discussing next milestone claim [SEC=OFFICIAL]
Attachments: LRS2A Monthly Teleconference notes - December 2023 - FINAL.docx

OFFICIAL

Good morning Schedule 2.2(a)ii

Please find attached the December 2023 notes as requested, noting we will update the remaining details in the new year as we finalise the PPR.

Take care and have a wonderful Christmas break!

Kind regards
Bec

Rebecca Harman | Commercial Manager
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Light Rail | Major Projects Canberra | **ACT Government**
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From: Stephens, Hamish <Hamish.Stephens@act.gov.au>
Sent: Tuesday, December 19, 2023 12:44 PM
To: Schedule 2.2(a)ii
Cc: Harman, Rebecca <Rebecca.Harman@act.gov.au>; Schedule 2.2(a)ii
Subject: RE: December telecon cancelled - Notes still due - Discussing next milestone claim [SEC=OFFICIAL]

OFFICIAL

Hi [redacted],

Confirming Bec is working on the notes. Separately, we will flag to the construction team the need to gather the necessary evidence based to support the milestone claim.

I hope you and [redacted] (and the rest of the team) have a fantastic Christmas break. Looking forward to catching up in 2024!

Kind regards,
Hamish

Hamish Stephens | Senior Director - Commercial
Phone: Schedule 2.2(a)ii | Email: hamish.stephens@act.gov.au
Light Rail | Major Projects Canberra| **ACT Government**
GPO Box 158 Canberra ACT 2601

From: Schedule 2.2(a)ii
Sent: Tuesday, December 19, 2023 12:13 PM
To: Stephens, Hamish <Hamish.Stephens@act.gov.au>
Cc: Harman, Rebecca <Rebecca.Harman@act.gov.au>; Schedule 2.2(a)ii
Subject: December telecon cancelled - Notes still due - Discussing next milestone claim [SEC=OFFICIAL]

OFFICIAL

Hi all

As discussed on the phone Hamish, I have cancelled the telecom meeting tomorrow as requested. I hope the financial settlement all goes well tomorrow.

Bec, can you still send me the updated telecom notes for December 2023?

As also discussed, the next milestone for the project is set for this month, December 2023. This means all evidence and letter needs to be drafted and ready before the end of the month for January 2024 monthly report submission. If you are confident that you will have all the evidence taken before end of Dec then all should be good. You can compile it all in January on your return. As discussed the evidence I am looking for will be geo-tagged and date stamped photos of each part of the upgraded depot as well as a certificate of practical completion, or equivalent document. You can also add a social media or press release to the evidence pack as further secondary evidence if you wish.

Milestone:

PDM4	Development	Approved	General	31 Dec 2023	$2,5

Kind regards

Schedule 2.2(a)ii
Project Officer • ACT and Regional NSW • Land Transport Infrastructure Division
Schedule 2.2(a)ii
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Department of Infrastructure, Transport, Regional Development, Communications and the Arts
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I would like to acknowledge the traditional custodians of this land on which we meet, work and live.
I recognise and respect their continuing connection to the land, waters and communities.
I pay my respects to Elders past and present and to all Aboriginal and Torres Strait Islanders.