



Brisbane Metro

Infrastructure Association of Queensland

14 February 2018



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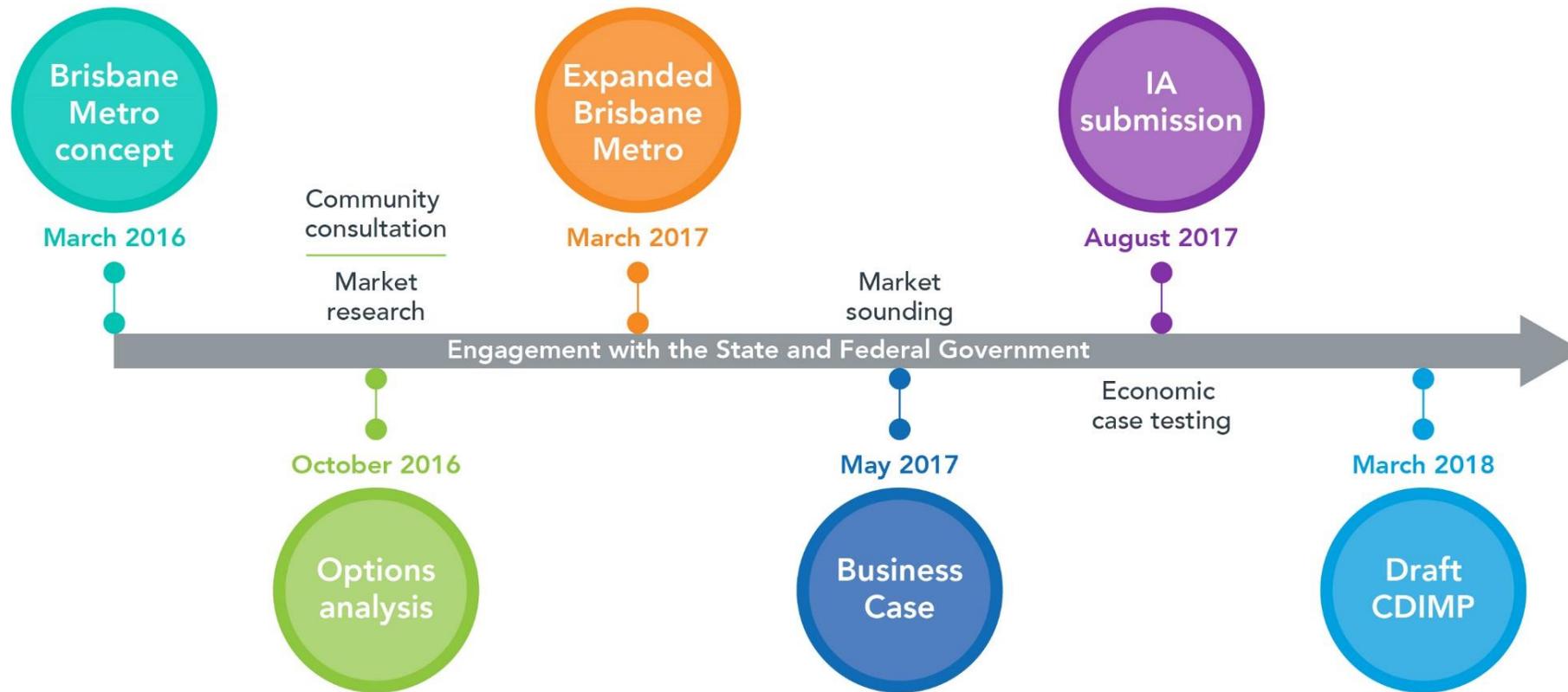
Agenda

- Brisbane Metro project update
- Packaging and procurement overview
- Panel discussion
- Audience Q&A



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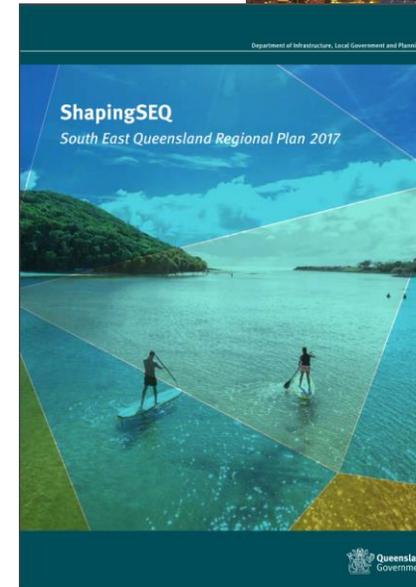
The journey so far



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Planning for future growth

- *Connecting Brisbane* – outlines how Brisbane Metro and Cross River Rail will unlock broader capacity in the public transport network
- *ShapingSEQ* – identifies Brisbane Metro as high priority region-shaping infrastructure that supports employment growth in the inner city

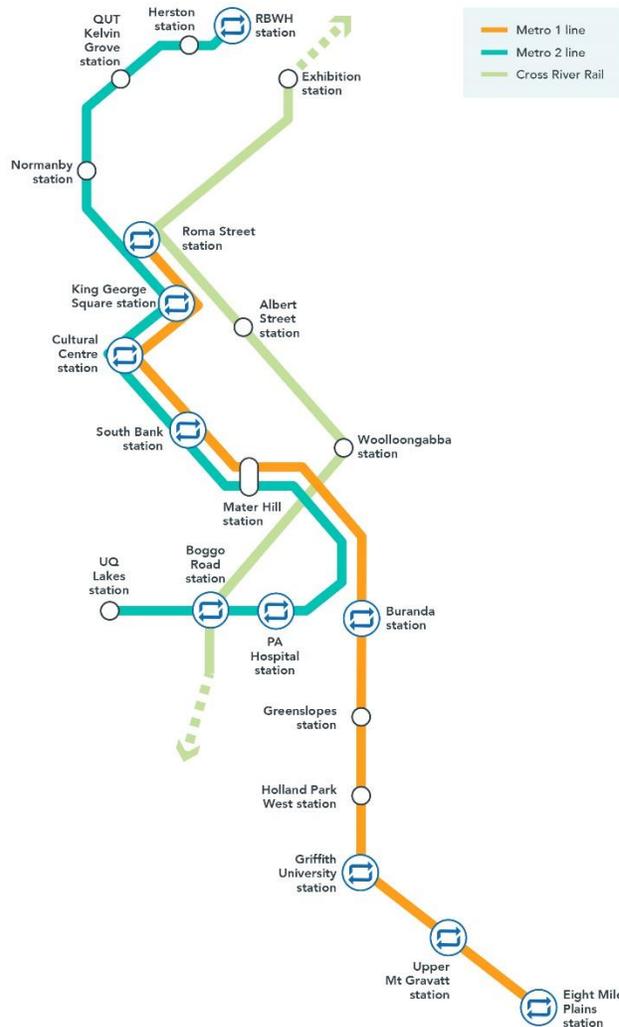


The Brisbane Metro solution

- More than an infrastructure solution
- Maximises use of the existing busway
- Total estimated capital cost of \$944 million (\$2017)
- BCR of 2.37 (7% discount rate)
 - BCR of 1.91 (10% discount rate)



Customer focused services



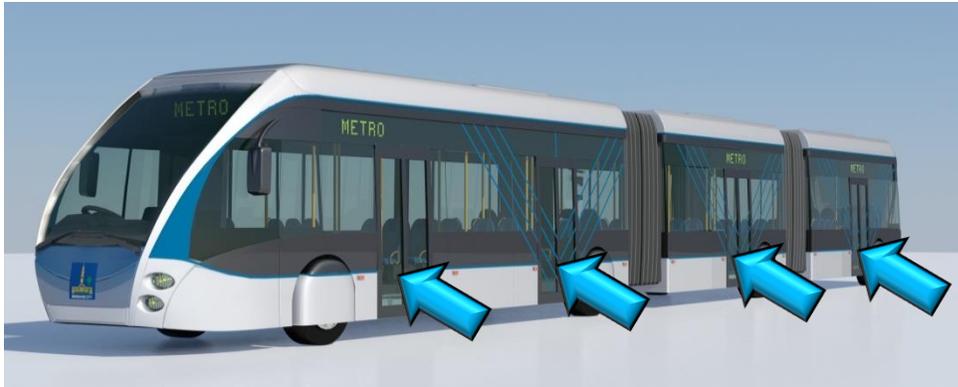
- Introduces ‘turn up and go’ metro services to inner city and suburbs
 - High frequency: every 3 minutes in peak times, every 5 minutes in between during the day
 - High capacity: more people, more efficiently in the peak hours
 - High integration: multiple interchange points with bus and rail including Cross River Rail



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Moving customers efficiently

All door boarding



Gated platforms



Improved passenger information

Platform 2

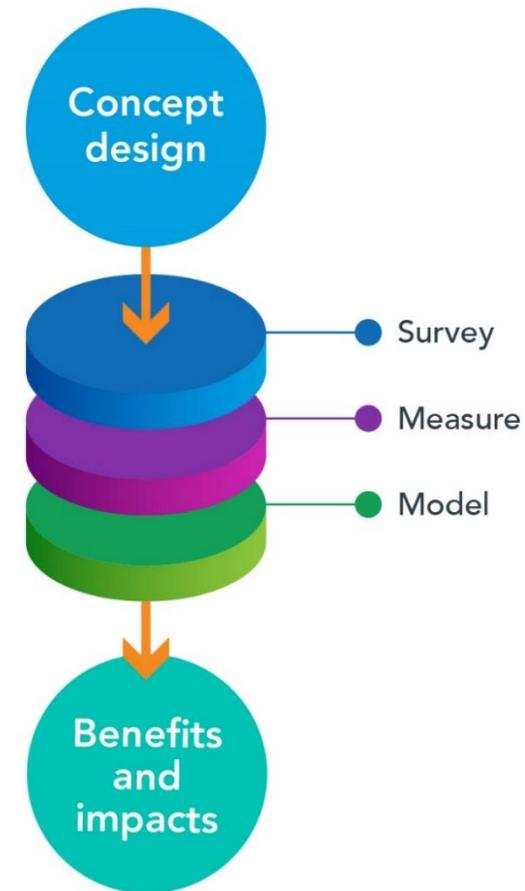
Zone	A	B	C
Now	Metro	130	222
Next	150	Metro	555



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Concept Design and Impact Management Plan

- Voluntary assessment with precedence
- Environmental and socio-economic benefits and impacts
 - Noise and vibration, air quality, flooding, soils and topography
 - Social, cultural heritage, land use and planning, urban design and visual amenity
 - Construction traffic and transport
- Identifies management and mitigation measures

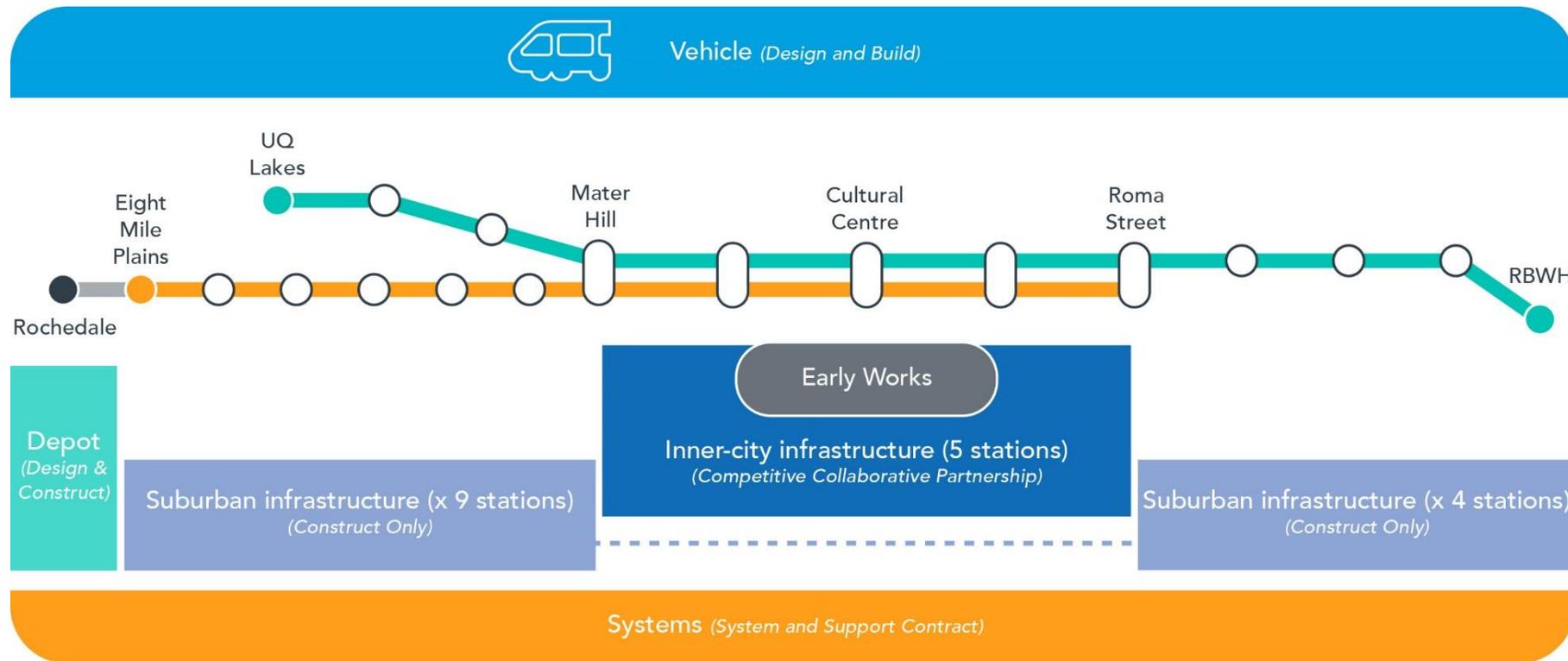


Previous industry engagement

- Targeted market sounding throughout Business Case development
- Briefings with various industry groups
- A diverse range of industry participants have expressed an interest in Brisbane Metro:
 - The market recognises the current environment and challenges
 - Feedback to date aligns with Council's thinking:
 - Need to collaborate with industry
 - Establish robust interface agreements
 - Clearly define approval pathways
 - Length and breadth of project is challenging



Packaging and procurement



Rationale for packaging split

- Listening to market feedback received from previous industry engagement
- Minimises impacts to customers travelling on busway if infrastructure works are staged
- Provides flexibility as engagement with stakeholders continues
- Allows for longer lead time packages to commence early (such as vehicle procurement)
- Infrastructure package split provides opportunities for a broad range of market participants



Early works

- Scope largely consists of long lead time PUP in and around Cultural Centre and Adelaide Street
- Investigations have already commenced
- Engagement with impacted utility service providers underway



Inner-city infrastructure works

- Scope includes:
 - New underground Cultural Centre station
 - North Quay works
 - North Quay/Adelaide Street tunnel
 - Station works at Roma Street, King George Square, South Bank and Mater Hill
- To be delivered via a Competitive Collaborative Partnership:
 - Inclusive of fixed price elements and risk sharing elements



Suburban infrastructure works

- Scope includes:
 - Station modifications at 13 existing stations
 - Platform extensions at some stations
 - Ticketing and signage upgrades at all stations
- To be delivered via a Construct Only delivery model
 - Council will complete designs in accordance with TMR design standards (Public Transport Infrastructure Manual)



Vehicle Design and Delivery

- Scope includes:
 - design of the Brisbane Metro vehicle
 - delivery of a successful pilot vehicle (prototype)
 - delivery of a full fleet of 60 vehicles
- To be delivered via a Design and Construct (Build) model



Systems Design and Delivery

- Scope includes:
 - Design, delivery and maintenance of a system to support Brisbane Metro and busway operations
 - Inform customers which bay upcoming services will arrive at each station
 - Announce the arrival and departure of services at stations
 - Inform customers of travel times to key destinations at stations and on vehicles

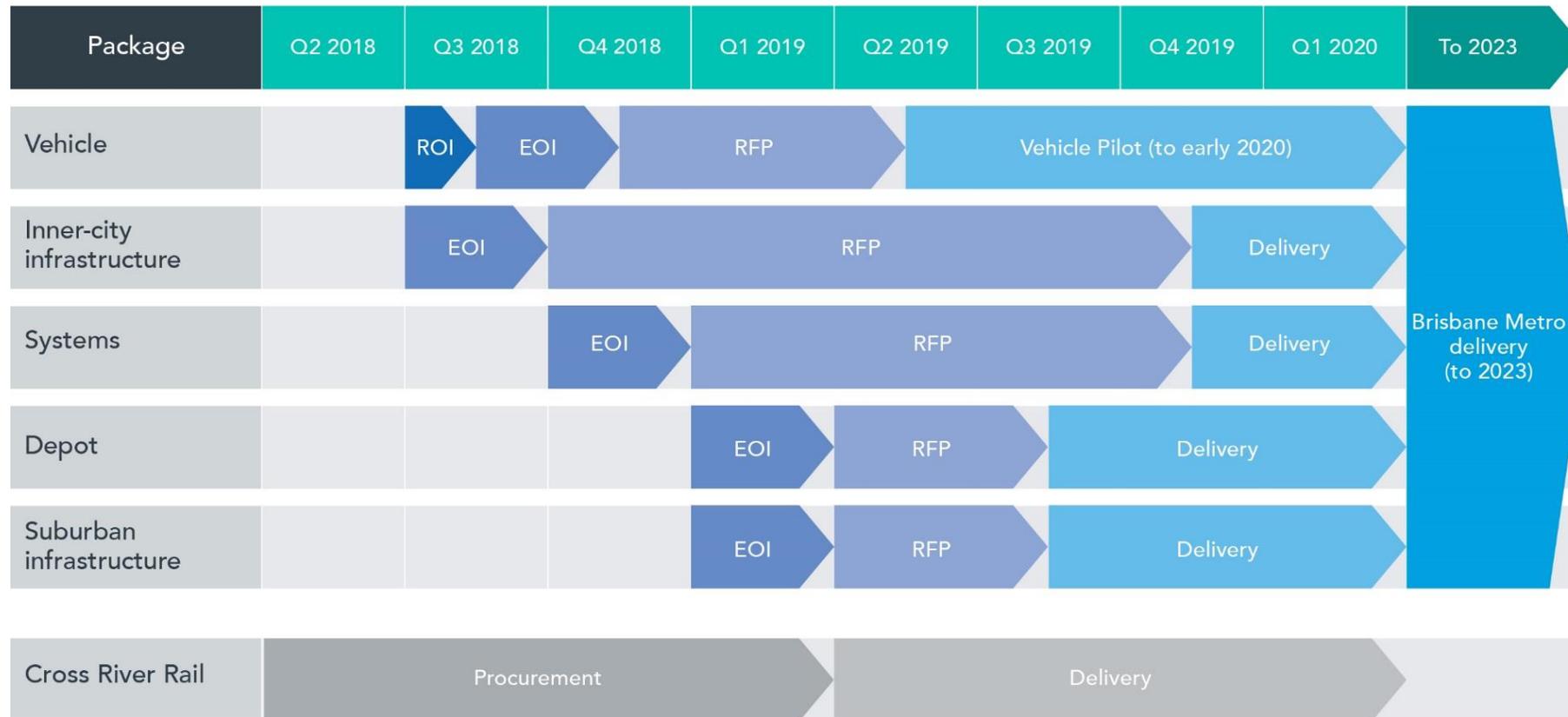


Depot works

- Due to interface with vehicle, the depot will be procured separately
- Scope includes:
 - Stabling for initial metro vehicle fleet and future fleet requirements at School Road, Rochedale
 - Vehicle fuelling and cleaning facilities
 - 15 bay maintenance garage
 - Office, training, driver and staff facilities
- To be delivered via a Design and Construct model
 - Discussions have commenced with land owners



Timeframes and milestones



What is Council doing?

- Transaction advisor to be appointed in Quarter 2 2018
- Data room to be established in Quarter 2 2018
- Vehicle ROI to be released start of Quarter 3 2018
- Inner-city infrastructure EOI to be released start of Quarter 3 2018
- Suburban modifications EOI to be released start of Quarter 1 2019



What can industry do?

- Access the data room in Quarter 2 2018
 - Interested market participants can access project information and prepare for procurement
- Participate in future industry engagement activities
- Register for industry updates: **metro@brisbane.qld.gov.au**



Delivering Brisbane Metro

- Council has committed to funding 2/3 of capital costs
- Seeking 1/3 funding contribution from Federal Government
- Council will deliver Brisbane Metro
 - Focused on ‘ticking the boxes’ to provide industry certainty
- Council will continue to engage about delivery model and packages, noting:
 - Innovation required due to localised complexity
 - Risk and reward that addresses integration and coordination
 - Operational ready outcome:
 - tie in seamlessly
 - customers retained throughout construction
 - effective commissioning





PANEL DISCUSSION AND Q&A



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