Welcome speech
The Honourable Jackie Trad, Deputy Premier
A region wide transformation

Mr Graeme Newton, CEO
Most intense population growth

Estimated SEQ population by 2036 – 4.9m
Most intense population growth

Most intense employment growth

Estimated SEQ population by 2036 – 4.9m
Taking a closer look at our CBD...
Taking a closer look at our CBD...
Taking a closer look at our CBD...
Taking a closer look at our CBD...
Anticipated commercial growth...
Leisure & entertainment...
Growing our city centre from an area like this...
To an area more like this...
And at each precinct...
And at each precinct...
And at each precinct...
And at each precinct...
And at each precinct...
Coming next

Technical project overview
Alex de Aboitiz, Technical Advisor – Arup

Packaging, Procurement & Commercial
Jason Malouf, Project Development Director – CRRDA
Technical project overview

Mr Alex de Aboitiz, Lead Technical Advisor
Reference design alignment
Packaging & procurement

Mr Jason Malouf, Project Development Director
The CRR Project comprises two major packages of work, a tunnel, stations and development PPP and a rail, integration and systems alliance.
Targeted early works will be undertaken in preparation for construction commencement with works already underway at Woolloongabba.

**EARLY WORKS – SCOPE**

- **Woolloongabba**
  - Demolition of Goprint building
  - Demolition of Landcentre building
  - High-voltage power supply
- **Roma Street**
  - Temporary coach terminal

Works at Woolloongabba being prioritised to support major tunnelling operations from this site.
Tunnel, Stations & Development PPP – scope

OVERVIEW

The PPP Package includes underground elements of the Project, Over Station Development at Albert Street and ‘brownfield’ rail surface works in the southern area.

PPP PACKAGE

• Tunnel and Stations
  – Tunnel, underground stations, station access and associated mechanical, electrical and safety systems
  – Northern and southern dive structures and portals
  – Installation of selected works (e.g. track and traction power, certain signalling and communications works)
  – Southern area ‘brownfield’ rail surface works, including installation of rail systems
  – In-station retail at underground stations, plus above-ground retail plaza at Roma Street
• Station precinct connectivity and public realm
• Asset maintenance and facilities management (20-30 years)
  – Tunnel and stations
• Commercial development
  – Delivery of a co-timed over station development at Albert St
• Debt and equity financing
Tunnel, Stations & Development PPP – work areas

OVERVIEW

The PPP Package will primarily deliver works in the tunnel area

WORK AREAS

F2S | Southern area  | Tunnel  | Northern area  | Mayne

Salisbury  | Dutton Park  | Boggo Rd  | Woolloongabba  | Albert St  | Roma St  | Exhibition  | Mayne Yard

Returned works to QR, State and BCC

Asset Maintenance and Facilities Management Services (Tunnel & Stations)
In addition to station precinct connectivity and public realm, CRRDA has a strong preference for the PPP consortium to deliver an integrated, co-timed over station development at Albert Street.

PPP consortia to propose use for Lot 1
The figure below is an artistic impression of the ‘green spine’ along Albert Street in the vicinity of station entrances.
Rail, Integration & Systems alliance – scope

OVERVIEW
The alliance package will deliver rail systems and surface works as well as integration of the project into the QR network

ALLIANCE PACKAGE

• Rail civil and electrical works
  – Signalling civil assets, track systems, LV power systems, civil and structural assets and systems, other (incl. utility assets & systems, HV cabling and OHLE)

• Rail operational systems works
  – Security systems, passenger information systems, control systems, platform screen doors

• Rail signalling and communications works
  – Conventional signalling works, and communications

• CRR-ETCS works
  – ETCS L2 trackside equipment, data radio, fixed telecoms

• Integration and commissioning activities
  – Includes the testing, integration and commissioning in relation to the RIS works; and managing and coordinating integration & commissioning activities for other CRR works

RELATED PROJECTS

ETCS inner city project

A single ETCS provider will be procured separately by Queensland Rail, including CRR scope
While the focus of the alliance construction works is in the brownfield areas, the integration and commissioning responsibilities will be for the project as a whole.

Rail, Integration & Systems alliance – work areas

OVERVIEW

Integration & Commissioning Activities

Rail Signalling and Comms

Rail Operational Systems

CRR-ETCS Works

Rail Civil and Electrical Works

WORK AREAS

F2S
Southern Area
Tunnel
Northern Area
Mayne

Salisbury
Dutton Park
Boggo Rd
Woolloongabba
Albert St
Roma St
Exhibition
Mayne Yard
The procurement will commence with a registration for EOI of 5 September for the PPP (TSD) and 19 September for the alliance (RIS).

**Timeline to Early 2018:**

**RIS**
- 30 Aug Industry Briefing
- 19 Sep registration for EOI
- Late Sep invitation for EOI
- Mid Nov EOI responses
- EOI shortlisting and RFP release

**TSD**
- 5 Sep registration for EOI
- Mid-late Sep invitation for EOI
- Mid Nov EOI responses
- EOI shortlisting and RFP release
**EOI process**

The EOI process will identify respondents with the best capability, capacity and track record to successfully deliver the CRR project.

### OVERVIEW
- Key contact information
- Business overview
- General capability and experience relevant to the project / package
- Execution of deed poll – confidentiality and non-reliance

### REGISTRATION REQUIREMENTS

- **EOI Shortlisting**
  - Up to 3 respondents shortlisted for the TSD PPP package
  - 2 respondents shortlisted for the RIS alliance development phase

- **Bid costs**
  - CRRDA recognises the importance of well developed bids and has a clear intention to make a significant financial contribution to the RFP phase bid costs of unsuccessful bidders, in return for conforming offers and IP rights

### EOI RESPONSES

- Mandatory requirements
- Evaluation criteria
- Comments on the commercial principles
- Feedback on selected key project issues
Commercial

Mr Jason Malouf, Project Development Director
CRRDA will be the state representative entering into primary agreements for each CRR package.
PPP contractual framework is expected to include an availability-based PPP project agreement, a state works agreement and a commercial development agreement over Albert Street.

Payment arrangements for the tunnel and stations will include significant capital contributions from the State.
The TSD package is expected to include government contributions during the D&C phase with the potential for further payments at (or after) provisional acceptance.
Rail, Integration & Systems alliance – contract structure

**OVERVIEW**

Alliance will be based on a price competitive (dual TOC) process

**RIS Contract Award**

**Alliance Development Phase**

- NOP(s)
- Shortlisted RIS Respondent 1
- Alliance Development Agreement
- The State (through CRRDA) (Owner Participant)

**Delivery Phase**

- NOP Core capabilities
  - Integrator
  - Construction
  - Design
  - Systems
- Project Alliance Agreement
- The State (through CRRDA) (Owner Participant)
- Queensland Rail (Participant)

**RIS alliance is expected to involve:**

- Queensland Rail as alliance participant
- ETCS L2 signalling supplier procured separately by Queensland Rail
- Queensland Rail as RTO will retain reserved matters including rail safety, ONRSR accreditation and network operational issues
- Contribution to reasonable external costs incurred during the alliance development phase
### Probity

**OVERVIEW**

CRRDA is committed to a fair and equitable procurement process

<table>
<thead>
<tr>
<th>Bid Requirements</th>
<th>CRRDA Contacts</th>
<th>CRRDA Advisors</th>
</tr>
</thead>
<tbody>
<tr>
<td>Respondents and CRRDA advisors or QR</td>
<td>Probity</td>
<td>ARUP, Technical</td>
</tr>
<tr>
<td>full confidentiality and exclusivity</td>
<td><a href="mailto:crrprobity@dilgp.qld.gov.au">crrprobity@dilgp.qld.gov.au</a></td>
<td>KPMG, Commercial and financial</td>
</tr>
<tr>
<td>TSD &amp; RIS cross-package participation</td>
<td>Transaction</td>
<td>Clayton Utz, Legal</td>
</tr>
<tr>
<td>separate teams and probity deed</td>
<td>TSD –</td>
<td>Corview, Transaction process</td>
</tr>
<tr>
<td>requirements</td>
<td><a href="mailto:CRR_TSDTransaction@dilgp.qld.gov.au">CRR_TSDTransaction@dilgp.qld.gov.au</a></td>
<td></td>
</tr>
<tr>
<td>Respondents and ETCS inner city</td>
<td>RIS –</td>
<td></td>
</tr>
<tr>
<td>participation</td>
<td><a href="mailto:CRR_RISTransaction@dilgp.qld.gov.au">CRR_RISTransaction@dilgp.qld.gov.au</a></td>
<td></td>
</tr>
<tr>
<td>separation and probity deed requirements</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CRRDA require strict adherence to probity and communication protocols
An industry perspective

Mr Steve Abson, CEO – Infrastructure Association of Queensland
Questions:
info@crossriverrail.qld.gov.au