



LEGISLATIVE ASSEMBLY

FOR THE AUSTRALIAN CAPITAL TERRITORY

STANDING COMMITTEE ON ECONOMIC DEVELOPMENT AND TOURISM

JEREMY HANSON MLA (CHAIR), SUZANNE ORR MLA (DEPUTY CHAIR), MICHAEL PETTERSSON MLA

Inquiry into referred 2017–18 Annual and Financial Reports ANSWER TO QUESTION ON NOTICE

Asked by MR COE MLA:

In relation to: Light Rail

1. What involvement does Infrastructure Finance and Capital Works have in ensuring that Light Rail is delivered on time?
2. Will the Treasurer list the contract variations that have occurred since the initial light rail contracts were signed, and the value of each variation?
3. What involvement does Infrastructure Finance and Capital Works have in the development of the business case for Light Rail stage 2?

TREASURER: The answer to the Member's question is as follows:–

1. Delivery of Light Rail Stage 1 is the responsibility of the project company, Canberra Metro, including delivery on time. Infrastructure Finance and Capital Works role in the project is to:
 - participate in the Risk and Change Management Committee, which monitors project risks and changes to the project;
 - provide advice to the Under Treasurer as Deputy Chair of the Project Board; and
 - provide advice on, or manage, 'life of project' transactions (those to date have been minor and technical in nature, and have had no impact on the interests of the Territory).
2. Contract Variations:

Variations Agreed	Value
Proposed change to the limit of Canberra Metro's works on Kate Grace Street to accommodate City Services Works	(\$339,638)
Rationalisation of mid-block crossings	(\$219,180)
Undertaking of monthly drone fly-overs to generate time-lapse photography for the purpose of project progress reporting	\$29,750
Territory modification that the proposed street furniture, within the Light Rail corridor (excluding the street furniture in precincts 1, 2 & 3) be revised as per the Territory direction	\$1,055,000

Modification proposal regarding Changes to Mandatory Requirements associated with the National Safety Regulators (ONRSR) fee structure	\$151,200
Stop Designs as per "Version 4 of the Stop Designs"	\$3,897,180
Provision of a temporary drivers' facility at Alinga St for LRS1 as this facility will possibly be relocated as part of LRS2	Nil
Remove provision for auto-tensioned contact wire within SPR Appendix 24, Section 2.2 (p)	Nil
Relocation of Traction Power Station No.4	\$51,477
Amendments to the Innovative Design Works in accordance with SPR 11	\$416,341
Amendments to the Innovative Design Works in accordance with SPR 11	\$1,705,165
Integration of LDA Works	\$240,763
Additional smoke detection system to the LRVs	\$91,800
Proposed street furniture, within the verge south of Antill Street be revised as per the Territory direction	\$66,767
Removal of the requirement for PID's at Intersection stops (Gungahlin, Dickson & Alinga Street)	(\$25,000)
Delivery Contractor request to deploy a receivables finance facility	Nil
Amendments to Hibberson Street lighting	\$56,641
Amending SPR Appendix 16 - Light Rail vehicles re Max Door closing force, CCTV display of images to the driver. LRV Passenger Counting System and Fire Extinguisher location	Nil
Rationalisation of Equestrian Crossing	Nil
Relocation of Traction Power Station No.1	Nil
Omission of SIDRA Analysis	Nil
Proposed change to the process for review of Project plans	Nil
Proposed inclusion of IC nomenclature for "comments" and "conditions"	Nil
Proposed postponement to the Delivery Phase Section Access Date to the Coranderrk Compound	Nil
Clarify and define the commencement of the review periods	Nil
Access to the intersection of Flemington Road and Manning Clarke	Nil
Intersection layout at Condamine Street	Nil
Changes to the verge configuration and combined services route	Nil
A revised and more current design option for the LRV driver's desk	Nil
Changes to ensure new verge planting is consistent with current grass species	Nil

Amendments to the time period required to review and comment on specification after initial review	Nil
Change in location of pedestrian crossing on Hibberson Street	Nil
Departure from the requirement of auto-tensioning system to provide for a gas-tensioning system	Nil
Change to enable IC to provide either of partial or full certificate on rejected design packages	Nil
Change communications channel for time sync and a request to change comms channel for CCS commands to LRV PIDs	Nil
Minor modifications to the requirements of Accreditation, Safety and Systems Assurance Plans SPRs	Nil
A change to the vertical platform alignment	Nil
Artwork from Uncle Jimmy	\$5,000
SPR requirements around the HVAC performance of the LRV	Nil
Requirements for FAT's to be complete prior to LRV's being shipped from Spain	Nil
Amended scope of bike racks at the Gungahlin stop	Nil
Incorporate line differential alarms into the TPS and Traction Power Reticulation System functionality	Nil
Interim certificate to be issued by the IC to commence LRV Operations	Nil
Recording of social media comments	Nil
Amendment to Design Change process	Nil

The Government will report on, as appropriate, any change in payments under the Public Private Partnership contract with Canberra Metro.

3. The involvement of Infrastructure Finance and Capital Works has included participation in Risk Workshops, Investment Logic Workshops and market sounding meetings; and providing advice on potential procurement options. Infrastructure Finance and Capital Works will provide comments to the Under Treasurer, as Deputy Chair of the Project Board, on the eventual Business Case.

Approved for circulation to the Standing Committee on Economic Development and Tourism	
Signature:	Date:
By the Treasurer, Andrew Barr MLA	