



LEGISLATIVE ASSEMBLY FOR THE AUSTRALIAN CAPITAL TERRITORY

SELECT COMMITTEE ON ESTIMATES 2023-2024

Mr Mark Parton MLA (Chair), Ms Jo Clay MLA (Deputy Chair),
Mr Michael Pettersson MLA

ANSWER TO QUESTION ON NOTICE

Mr Mark Parton MLA: To ask the Minister for Transport and City Services

[Ref: Light Rail]

Hearing Date: 18 July 2023

In relation to: Light Rail Infrastructure and Light Rail

Regarding the tender, titled LPRDE Modification Order, awarded to Canberra Metro Project Co on the 28th of July 2022:

- (1) Can the Minister please provide a price breakdown of the works and deliverables and their individual cost for the total tender amount in relation to the abovementioned tender, titled LPRDE Modification Order? As a minimum the cost for the three main deliverables at least.
- (2) Are the new Light Rail Vehicles (LRV) the same specification as the current trams or will changes be required to the existing light rail operation to allow them to operate?
- (3) How long will training take for tram drivers to use the LRVs with batteries fitted.
- (4) When will the works for the Mitchell depot expansion be undertaken. What will be the completion date?
- (5) Will the works effect day to day tram operation by Canberra Metro and or have impact of service frequency or operating times?
- (6) Once the new LRVs are in service, what will be the highest frequency the Gungahlin to City light rail line can safely operate at.

MR CHRIS STEEL MLA: The answer to the Member's question is as follows: –

- (1) The individual breakdown of the three main deliverables is commercial in confidence. The breakdown of the contract value between the delivery and operations phase is as follows:
 - \$129.6 million for the delivery phase activities, including the procurement of five additional Light Rail Vehicles (LRVs), retrofit of the existing 14 LRVs and expansion of the depot capacity.
 - \$69.8 million for the estimated cost over the remainder of the Light Rail Stage 1 concession, for the operational and maintenance costs of the additional fleet, the Onboard Energy Storage System (OESS) and other enhancements referenced below.

- (2) The new LRVs will have substantially the same design as existing LRVs, but will include the OESS and other enhancements that reflect advancements in safety since the original order. These enhancements are also expected to be introduced by retrofit to the existing fleet. No changes are required to the existing mainline infrastructure beyond the addition of functionality that delivers the change of pantograph up-down when moving between wired and wire free areas.
- (3) Canberra Metro has not yet defined the specific training program for drivers at this early stage of this project, but it is not expected to take a significant amount of time. The functioning of the OESS is built into the design of the LRVs with alarms and automated pantograph changes. CAF, the LRV provider, has extensive experience with the introduction of OESS to light rail systems and will provide training material to Canberra Metro for the training program.
- (4) Site mobilisation works for the Mitchell depot expansion commenced in July 2023 with construction works scheduled to commence in August 2023. Construction works are expected to be completed prior to the arrival of the first new LRV in mid-2024. A temporary structure on the new Stabling Road will also be constructed to facilitate the retrofit program, which is due for completion in September 2024, before the retrofit works commence in late 2024.
- (5) Measures are being developed to minimise any impact on light rail operations. This includes early acquisition of the new LRVs to ensure there are enough LRVs to deliver the required service when existing LRVs are removed from service for the retrofit. Further, it is expected that LRV testing will be performed at specified times to avoid any impact to existing services.
- (6) It is planned that the existing 5-minute peak frequency will continue to be delivered on Light Rail Stage 2a between Alinga Street and Commonwealth Park. From a technical perspective the system could operate more frequently, however this would require additional LRVs and is not deemed necessary at this point in time based on patronage levels.

Approved for circulation to the Select Committee on Estimates 2023-2024

Signature:



Date:

31/7/23

By the Minister for Transport and City Services, Chris Steel MLA