

**LEGISLATIVE ASSEMBLY OF QUEENSLAND**

**PUBLIC WORKS COMMITTEE**

**CONSTRUCTION OF 30 CITYTRAIN CARRIAGES**

**Report No. 53**

## **PUBLIC WORKS COMMITTEE**

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Member for Nudgee

Mr Bruce Laming MLA (Deputy Chairman)  
Member for Mooloolah

Mr Jeff Knuth MLA  
Member for Burdekin

Mr Grant Musgrove MLA  
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Mr Marc Rowell MLA  
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## **PREFACE**

The committee was pleased to inspect the construction of 30 x 3 car sets of Citytrain carriages. Once again the Walkers-Adtranz joint venture has been contracted to supply Queensland Rail and the people of Queensland with a safe, reliable and technologically up-to-date product.

The committee has concluded that construction of these Citytrain carriages is necessary and that the design of the carriages is suitable for their purposes. It has, however, recommended that Queensland Transport and Queensland Rail enter into negotiations on providing additional rollingstock and infrastructure in order to meet the target levels for public transport patronage outlined in Queensland Transport's *Integrated Regional Transport Plan*.

The committee was disappointed with the tardy response to its call for submissions from Queensland Transport. The committee provided four weeks for organisations and individuals to prepare submissions. However, it did not receive Queensland Transport's brief submission until ten working days after submissions closed. Such delays significantly impede the inquiry process. The committee hopes that Queensland Transport will provide more timely submissions in the future.

On behalf of the committee, I thank all participants in the inquiry for their input and the committee secretariat for their research and administrative assistance. It also thanks Walkers for their cooperation and hospitality during the committee's inspections.

Neil Roberts MLA

Chairman

## CONCLUSIONS

In the report the committee makes the following conclusions.

### Conclusion 1

The committee concludes that the construction of 30 x 3 car sets of Citytrain carriages is necessary and the design is suitable for the purpose.

*(Page 5)*

### Conclusion 2

The committee concludes that the project represents value for money.

*(Page 8)*

### Conclusion 3

The committee concludes that the impact of the works on the community, economy and environment is positive.

*(Page 10)*

### Conclusion 4

The committee concludes that the procurement process for the works was satisfactory.

*(Page 11)*

### Conclusion 5

The committee is satisfied with the performance to date of the construction authority and contractors for the work.

*(Page 12)*

## RECOMMENDATIONS

The committee makes the following recommendations:

**RECOMMENDATION 1:**

*(Page 4)*

**The committee recommends that Queensland Transport and Queensland Rail commence negotiations on providing additional rollingstock and infrastructure in order to meet the level of rail service objectives outlined in the *Integrated Regional Transport Plan*.**

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# INTRODUCTION

## THE COMMITTEE

1. The *Parliamentary Committees Act 1995* (Qld) establishes the Public Works Committee. The committee consists of six members of the Legislative Assembly: three government and three non-government members. The chairperson must be a government member and has a casting vote if the votes are equal (s. 4A.(1)). The all-party committee adopts a non-partisan approach to its inquiries.
  2. The committee's role is to scrutinise the government's capital works program. This can occur at any stage from planning to completion. The committee may determine to conduct a particular inquiry, or the Legislative Assembly may refer specific works for investigation. Amendments contained in the *Parliamentary Committees Legislation Amendment Act 1996* (Qld) allow the committee to consider major works conducted by Government-Owned Corporations (GOCs) (s. 20(1)(b)).
  3. The committee considers a variety of matters when conducting its inquiries, many of which also form the basis of its decisions to inquire into particular areas or projects. The committee endeavours to review projects from as wide a selection of departments and other constructing authorities as is practicable, in a variety of locations throughout Queensland, of differing cost and scale, and at various stages of their implementation.
  4. When investigating a work, the committee may consider:
    - the stated purpose of the work and the apparent suitability of the work for the purpose
    - the necessity for, and the advisability of, the work
    - value for money achieved, or likely to be achieved, by the work
    - revenue produced by, and recurrent costs of, the work or estimates of revenue and costs for the work
    - the present and prospective public value of the work, including consideration of the impact of the work on the community, economy and environment
    - procurement methods for the work
    - the balance of public and private sector involvement in the work
    - the performance of —
      - the constructing authority for the work and
      - the consultants and contractors for the work

with particular regard to the time taken for finishing the work and the cost and quality of it and

    - the actual suitability of the work in meeting the needs and in achieving the stated purpose of the work (s. 20(2)).
  5. The committee considers that when investigating public works, it is essential to listen to the views of end users as well as those held by people and organisations either
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affected by or with an interest in a particular project. One of its roles in facilitating this process is providing a public forum in which the community can express an opinion, whether it be a suggestion, praise or criticism. This enables the committee to assess the extent of public acceptance of the state's capital works program.

6. The committee believes the focus of all state government capital works projects must be upon maximising the benefits to the community. It is determined to ensure Queensland gets best value for money from the development of capital assets, and that state government agencies manage such assets to provide the best possible outcomes.

## **SCOPE OF INQUIRY**

7. The committee's terms of reference for this inquiry were as follows:
  - (a) the purpose, suitability and necessity of the works
  - (b) the value for money achieved, or likely to be achieved, by the works
  - (c) the cost and recurrent costs or estimates of recurrent costs of the works
  - (d) the impact of the works on the community, economy and environment
  - (e) the procurement methods for the works
  - (f) the balance of public and private sector involvement in the work
  - (g) the performance of:
    - the constructing authority for the work; and
    - the consultants and contractors for the work.

## **SUBMISSIONS, INSPECTION AND HEARINGS**

8. The committee sought public submissions in relation to the construction of 30 Citytrain carriages by public advertisement and by direct mail to selected interest groups and individuals. A copy of the advertisement is at Appendix A. A list of submissions is at Appendix B.
9. On 2 November 1998 members of the committee inspected the manufacturing & testing facilities at Walkers Ltd.
10. The committee held a public hearing in the Maryborough City Council Training Room on 2 November 1998. A list of those who appeared at the hearing is at Appendix C.

## **RESPONSIBILITY OF MINISTERS**

11. This report makes recommendations for action by government. Section 24(4) *Parliamentary Committees Act 1995* requires the responsible minister to table a response in the parliament within 3 months after the committee tables the report.

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## TERMS OF REFERENCE

### (a) THE PURPOSE, SUITABILITY AND NECESSITY OF THE WORKS

#### The purpose and necessity of the work

12. Queensland Rail (QR) has contracted with Walkers Limited to build 30 x 3 car sets of suburban passenger rollingstock for use on the Citytrain network. The three car sets consist of two driving motor cars and a trailer car. The three cars are joined to form a semi-permanent coupled set. Automatic multi-function couplers are fitted at the outer ends of the three car sets so that QR can operate a six car train during peak hours.
13. The purpose of buying additional rollingstock is fourfold. Firstly, it will help QR play its part in achieving the state government's objective of increasing public transport usage by 50% by 2011. This is a bold objective as public transport usage is currently decreasing.<sup>1</sup>
14. Secondly, QR will use twelve of the three car sets to cater for the continuing increase in rail patronage, particularly during peak hours. Rail patronage grew from 37 million passengers in 1994-95 to 41.5 million passengers in 1997-98. QR anticipates that patronage for Citytrain services will increase to 47.5 million passengers by 2002-2003.<sup>2</sup>
15. The twelve three car sets will be configured as six, six car trains. Two of these trains will operate on the Caboolture line, two on the Beenleigh line and two on the Ipswich line. With the introduction of the tilt trains in November 1998, three of the five car ICE (Inter-City Express) trains will be available for the Sunshine Coast to Brisbane line.<sup>3</sup>
16. Thirdly, QR will use fourteen of the new three car sets to replace the inferior silver SX rollingstock which it still uses on peak hour Citytrain services. SX carriages are not electrified, are slower than the new rollingstock, have doors and windows which are difficult to open, inferior seating and are drawn by diesel locomotives which produce more noise and air pollution than the new locomotives. They are also not well patronised as rail passengers usually prefer to wait for an electrified train.
17. Finally, four of the new three car sets will allow QR to reduce utilisation levels of its rollingstock. Currently, QR uses about 98% of its rollingstock during peak periods. This makes it difficult for QR to carry out preventative maintenance on its fleet which adversely impacts on the reliability and longevity of the rollingstock. Benchmarking studies show that optimal utilisation of rollingstock is 87% to 91%.<sup>4</sup>

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<sup>1</sup> Queensland Transport (1997) *Integrated Regional Transport Plan for South East Queensland*. Brisbane: Queensland Government, p.x.

<sup>2</sup> Submission 1:3

<sup>3</sup> Correspondence from QR 26/11/98, p.5

<sup>4</sup> Submission 1:6

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18. With the new rollingstock QR will reduce its utilisation level to 94%. QR advised the committee that it “*can provide sustainable and reliable services at a level of 94%*”.<sup>5</sup>
19. The four reasons for acquiring additional rollingstock given by QR show that the construction of 30 x 3 car sets is necessary. However, the committee questions whether thirty sets is sufficient to meet the Integrated Regional Transport Plan (IRTP) objective of increasing public transport usage by 50% by 2011.
20. QR informed the committee that the additional rollingstock will enable it to meet anticipated patronage up to 2003 but is inadequate to meet the increased service frequencies recommended in the IRTP. The IRTP states that the “long-term minimum services level targets” are:
  - a train travelling through the inner city every 7.5 minutes during peak periods and every 15 minutes during off-peak
  - a train travelling to outer suburban and coastal areas every 15 minutes during peak periods and every 30 minutes during off-peak.
 This level of service should start to occur from 2001.<sup>6</sup>
21. Currently, QR provides:
  - a train travelling through the inner city every 5-10 minutes during peak periods and every 15 minutes during off-peak
  - a train travelling to outer suburban and coastal areas, on average, every 24 minutes during peak periods and, on average, every 46 minutes during off peak.<sup>7</sup>

### **Recommendation 1**

**The committee recommends that Queensland Transport and Queensland Rail commence negotiations on providing additional rollingstock and infrastructure in order to meet the level of rail service objectives outlined in the *Integrated Regional Transport Plan*.**

### **The suitability of the work to meet the purpose**

22. The suitability of the new rollingstock is related to the design of the carriages. This series of rollingstock (SMU Series 220) has several new features compared to existing Electric Multiple Units (EMU).

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<sup>5</sup> Transcript:2

<sup>6</sup> QT, *IRTP* p.121

<sup>7</sup> Fax from QR, 2/12/98. Trains arriving at Central Station between 7-9am and trains departing Central Station between 4-6pm are regarded as peak hour trains. Trains travelling against the flow during these “peak periods” are referred to as “contra-peak” trains. All trains travelling outside of the peak periods are regarded as “off-peak” trains. QR defines “inner city” as the inner part of the train network bounded by Park Road, Corinda and Northgate Stations. Trains which service Ipswich, Ferny Grove, Shorncliffe, Doomben, Cleveland and Beenleigh are “outer suburban”. Trains which run to Robina and the north coast (eg. Nambour) service “coastal areas”.

- Air conditioning units are positioned in the roof in the centre of each carriage rather than on the sides. This decreases condensation on the windows and failure due to humidity.
  - The rollingstock features an improved traction package which includes a driver monitoring system. A computer near the driver gives a graphic display of the train functions and notifies the driver when there is a fault, the location of the fault and the rectification procedure, where possible.
  - All carriages have CCTV security cameras installed. A QR guard can monitor activities in the carriages as the cameras are linked to a display system which scrolls through screens showing each carriage.
  - The seats have new arms which are more difficult for vandals to break off. Other anti-vandalism measures already incorporated into most rollingstock are carpet up the side walls to the windows, the security cameras and retention of a guard on each train.
  - The new rollingstock has more rotatable parts which increases the speed of maintenance and repairs.<sup>8</sup>
23. The new 30 x 3 car sets do not have toilets or luggage compartments. QR maintains that toilets are not necessary on suburban trains as the average trip length is 19 kilometres and toilets are provided at most stations.<sup>9</sup>
24. QR argues that it is too expensive to install luggage racks and that passengers can place their bags under their seats. The additional cost of installing both overhead and vestibule luggage racks ranges from \$1,170 to \$13,170 depending on the type of carriage (see paragraph 12).<sup>10</sup>
25. Engineers from Walkers and Adtranz Australia designed the new rollingstock according to QR's needs and budget. Adtranz specialises in traction system technology.

#### Conclusion 1

The committee concludes that the construction of 30 x 3 car sets of Citytrain carriages is necessary and the design is suitable for the purpose.

### **(c) THE COST AND RECURRENT COSTS OR ESTIMATES OF RECURRENT COSTS OF THE WORKS**

#### **The capital cost of the work**

26. The base cost of 30 x 3 car sets is \$216,334,020. However, QR's overall project budget is \$251,100,000. QR's budget has allowed for the following contingencies:

<sup>8</sup> Transcript:5

<sup>9</sup> Transcript:6

<sup>10</sup> Correspondence from QR 26/11/98:2

- escalation in price — \$17.0 million (based on various indices for material and labour)
  - fluctuations in the value of the Australian dollar, Swedish Krona and German Deutschmark resulting in exchange rate variations on imported parts — \$16.5 million
  - actual customs duty payable on imported items — \$2.7 million
  - approved contract variations and contingency — \$4.5 million
  - QR associated costs — \$4.06 million (eg. contract administration, engineering supervision, project management, insurance).<sup>11</sup>
27. QR has borrowed \$251,100,000 from the Queensland Treasury Corporation (QTC) to pay for the capital component of the work. It will repay the loan through Community Service Obligation (CSO) payments (see paragraph 31).

### **The recurrent costs of the work**

28. The net increase in recurrent costs for the works is \$300,000 per annum. These recurrent costs are in addition to QR's present operating costs for Citytrain services.<sup>12</sup> This takes into account the extra cost of providing more peak period services and the savings generated by replacing the silver SX rollingstock with the new rollingstock. Queensland Transport (QT) estimates that replacing the silver SX rollingstock and their diesel locomotives will reduce maintenance costs by about \$1.7 million.<sup>13</sup>
29. QR estimates that the additional revenue due to extra patronage is \$1.17 million per six car train per annum. As there will be six, six car trains (12 x 3 car sets) used for patronage growth, the additional revenue is 6 x \$1.17 million which is \$7.02 million. This figure is calculated as follows:
- 52 weeks per year x 5 days per week x 2 trips per day x 1250 passengers per 6 car train in one peak period x \$1.80 average revenue per journey = \$1.17 million p.a.<sup>14</sup>
30. The figure of 1250 passengers is based on the expectation that each six car train will do three journeys in a peak period:
- 1 peak flow of 450 passengers
  - 1 contra peak flow of 100 passengers
  - 1 peak flow of 700 passengers.<sup>15</sup>
31. The accuracy of QR's revenue projections is important because they form the basis for negotiations between QR and QT for Rail Service Agreements which are part of the

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<sup>11</sup> Submission 1:8

<sup>12</sup> Submission 1:8

<sup>13</sup> Submission 3:3

<sup>14</sup> Submission 1:appendix C, p.4

<sup>15</sup> Submission 1:appendix C, p.4

CSO payments.<sup>16</sup> QT pays QR CSO payments to make up the operating shortfall between rail revenue and the capital and recurrent costs of providing a public rail service.<sup>17</sup> In the 1996-97 financial year, QT paid QR \$369,326,000 in CSO payments for Citytrain services.<sup>18</sup>

**(b) THE VALUE FOR MONEY ACHIEVED, OR LIKELY TO BE ACHIEVED, BY THE WORKS**

32. There is no question in the minds of the members of the committee that rollingstock is expensive and that the purposes for which the state government is making this investment in rollingstock are worthwhile. South east Queensland needs a rail network which delivers reliable, efficient, safe and frequent services.

33. QR has provided five further reasons why this rollingstock investment represents value for money.

- Reduced capital and maintenance costs for road infrastructure
- avoided public health costs
- avoided road accident costs
- avoided traffic congestion and non-productive travel time
- social amenity of reduced air and noise pollution.

34. The above benefits are based on a number of assumptions such as the amount of road deterioration which is due to road usage as opposed to weathering. If these assumptions are accepted and QR's calculations are accurate, the benefits add up to an amazing \$8.29 million per six car train per annum.<sup>19</sup>

35. These assumptions are debatable and QR recognises this:

*"In terms of social cost-benefit analysis, 50 leading economists will argue that they are the right figures; another 50 leading economists will argue a different set of values."*<sup>20</sup>

36. The committee challenges QR's contention that investment in rollingstock reduces road capital and maintenance costs. From 1994-1998, patronage on Citytrain services increased from 37 million passengers to 41.5 million passengers. This is an increase of 10%. During the same period, the road capital and maintenance costs did not decrease at all. QT state that the:

*"increase in public transport patronage would, at best, slow the rate of growth of demand for road space, without causing a reduction in the total level of demand."*<sup>21</sup>

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<sup>16</sup> Submission 3:4

<sup>17</sup> CSO payments also include an amount for depreciation and return on assets.

<sup>18</sup> *Queensland Rail Annual Report, 1996-1997*, p.62

<sup>19</sup> Submission 1:appendix C, page 6

<sup>20</sup> Transcript:10

37. Queensland Rail argues in its Economic Evaluation of Citytrain's Suburban rollingstock requirements that each six car train is equivalent to an annual avoided:
- road capital cost of \$1.9 million
  - road maintenance cost of \$300,000.<sup>22</sup>
38. Brisbane City Council research indicates that polluted air and fine particles emitted from vehicle exhausts add around \$300 million per year to public health costs in Brisbane. This represents a cost of \$500 per year for every resident (1995 figures). Further, more than 65% of serious road casualties in south east Queensland involve cars. "In 1994 alone, the cost of serious road accidents at intersections in Brisbane was about \$170 million."<sup>23</sup>

#### Conclusion 2

The committee concludes that the project represents value for money.

### **(d) THE IMPACT OF THE WORKS ON THE COMMUNITY, ECONOMY AND ENVIRONMENT**

#### **Impact on the community and economy**

39. The location of Walkers in Maryborough has a tremendous impact on the community and local economy. Walkers is probably the largest employer in the town with 600-850 staff (depending on the amount of work available.) This represents about 6-8% of the total workforce in the Maryborough Local Government area.<sup>24</sup>
40. This project has generated 150 jobs at Walkers in Maryborough; 50 jobs for Adtranz in Maryborough and Brisbane and 24 jobs for QR rail crew to staff the additional trains.<sup>25</sup> The income multiplier effect from jobs at Walkers is about 3:1. That is, for every person employed at Walkers, there are probably another 3 people employed in the local area.<sup>26</sup> Thus Walkers directly and indirectly provides employment for 18%-23% of Maryborough's workforce. Maryborough residents tend to spend their wages in the local area which boosts the regional economy.

<sup>21</sup> Correspondence from QT 25/11/98, p.1

<sup>22</sup> Submission 1:appendix C, p.4

<sup>23</sup> Brisbane City Council (1995) *TravelSmart: A traffic reduction strategy for Brisbane*. Brisbane: Brisbane City Council, p.6

<sup>24</sup> According to the 1996 census, the total labour force in Maryborough is 10,085, see ABS (1996) *Clib 1996 CD Rom*, table B18.

<sup>25</sup> Submission 1:9

<sup>26</sup> Transcript:24

41. Walkers currently employs 79 apprentices. Its role in training is important in a town which had 26.6% youth unemployment in 1996.<sup>27</sup> In the twelve months to August 1998, the estimated youth unemployment rate in the Wide Bay Burnett Statistical Region was 35.6%.<sup>28</sup> If Walkers moved from the area or did not attract enough work to sustain its workforce it would be devastating for the town. The *Wide Bay 2020 Regional Growth Management Framework* recognises the importance of “leading edge manufacturing industries such as Walkers” in generating employment in the region. Currently, population growth in the region is outstripping employment growth.<sup>29</sup>

### **Impact on the environment**

42. The Mayor of Maryborough informed the committee that air pollution has been a problem because of the heavy engineering work at Walkers. However, Walkers have installed new equipment, particularly in the foundry to minimise the problem. Although Walkers is relatively close to the town centre, its factories do not generate significant noise pollution. The committee received no other evidence to indicate that the work at Walkers is having an adverse affect on the environment.
43. QR argues that the provision of additional train services (providing patronage is high) will:
- reduce public health costs (less air pollution which aggravates asthma, chronic bronchitis & emphysema)
  - reduce road accident costs (less people driving on the roads and therefore less accidents, trains are safer than cars)
  - reduce capital and maintenance costs for road infrastructure (less cars on the road)
  - reduce traffic congestion and non-productive time (people driving when they could be sitting on a train working)
  - provide a better rail service to the community (more frequent and reliable services)
  - reduce noise and air pollution (trains generate less pollution than cars).<sup>30</sup>
44. The committee agrees that greater public transport patronage and a reduction in the number of passenger journeys by car will have a positive impact on the environment. However, the extent to which the above benefits will enhance the environment and save money is debatable (see paragraphs 34-36).

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<sup>27</sup> “youth” is people aged 15-19 years and the area is defined as the Maryborough City Local Government Area; ABS (1996) *Clib 1996 CD Rom*, table B18.

<sup>28</sup> Submission 2:2

<sup>29</sup> Wide Bay Regional Planning Advisory Committee (1998) *Wide Bay 2020 Regional Growth Management Framework*, Brisbane: Queensland Government. p.9

<sup>30</sup> Submission 1: appendix C, pp.3-7

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**Conclusion 3**

The committee concludes that the impact of the works on the community, economy and environment is positive.

**(e) PROCUREMENT METHODS FOR THE WORKS**

45. In June 1996, QR's Investment Submission to QT recommended that the government provide funds to purchase 30 x 3 car sets of rollingstock to provide a safe, efficient and reliable rail service for south east Queensland until 2002/2003. QR argued that a contract of this size would attract tenders from Walkers in Maryborough and Goninans in Newcastle, thereby providing the government with a very competitive price.<sup>31</sup>
46. In September 1996, QR commenced negotiations with Walkers to construct 12 x 3 car sets on the understanding that they would only have funding for 12 and not 30, 3 car sets. They approached Walkers because of their proven track record, 20 year history of constructing rollingstock for QR and design expertise as exemplified in the design and construction of the tilt trains. Walkers also won the contract to construct twelve SMUs and ten IMUs in 1991 bidding only against Goninans.<sup>32</sup>
47. QR decided not to go to tender reasoning that a twelve SMU package would be too small for a new supplier to effectively compete against an established supplier (Walkers). Further, QR had a benchmark cost for the construction of SMUs from 1991 and required Walkers to reduce that cost. As a Government Owned Corporation, QR is not subject to the provisions of the State Purchasing Policy.<sup>33</sup>
48. QR also needed to choose a traction technology company to work with Walkers. The choice was between Adtranz Australia and GEC-Alsthom, with both companies buying traction technology and equipment from Europe. QR chose Adtranz for three reasons: Walkers and Adtranz have worked together before (eg. on the tilt trains); Adtranz provided a better price and contractual issues such as product warranty and reliability guarantees.
49. In acquiring the new rollingstock, QR aims to:
- take advantage of the recent significant advances in traction technology
  - refine the current design for SMUs by building a much higher level of performance and reliability into their trains
  - achieve a reduction in the capital cost per unit.<sup>34</sup>

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<sup>31</sup> Submission 1: appendix B, p.5

<sup>32</sup> Submission 1:10

<sup>33</sup> Correspondence from QR 26/11/98, p.8

<sup>34</sup> Submission 1:11

50. Despite not going out to tender, QR assured the committee that it has achieved the targeted price reduction per unit of 5-6% and expects to achieve the targeted enhanced reliability, using the most recent traction equipment and lessons learnt on the previous generation of SMUs.<sup>35</sup> Given the circumstances, the committee does not challenge QR's decision not to seek tenders for the initial package of 12 x 3 car sets.
51. In 1997, following the adoption of the IRTP objectives and the finalisation of the state budget, QR received funding firstly for 18 x 3 car sets and then for an additional 12 x 3 car sets. It awarded contracts to Walkers as follows:
- 18 x 3 car sets*
- awarded ..... 30 April 1997
- base contract price ..... \$134,812,830
- price per 3 car set..... \$7,489,601
- 12 x 3 car sets*
- awarded ..... 4 June 1997
- base contract price ..... \$81,521,190
- price per 3 car set..... \$6,793,432
52. The price per car set differs between the two contracts because the first contract contains payment for design work and extra spare parts.<sup>36</sup> The then Coalition state government endorsed both contracts prior to them being issued to Walkers.<sup>37</sup>

#### Conclusion 4

The committee concludes that the procurement process for the works was satisfactory.

### **(f) THE BALANCE OF PUBLIC AND PRIVATE SECTOR INVOLVEMENT IN THE WORK**

53. Of the total project budget of \$251.1 million, QR estimates that 2% is paying for work by the public sector. The remainder of the work is contracted to Walkers-Adtranz joint venture.

Input by QR:

- overall project management
- contract administration and supervision
- acceptance testing
- train operations and maintenance

<sup>35</sup> Submission 1:12 & transcript:9

<sup>36</sup> Transcript:8

<sup>37</sup> Correspondence from QR 26/11/98, p.9

Input by Walkers-Adtranz joint venture:

- detailed design
- construction management
- parts and systems procurement
- train manufacture
- warranty provisions.<sup>38</sup>

**(g) THE PERFORMANCE OF THE CONSTRUCTING AUTHORITY FOR THE WORK AND THE CONSULTANTS AND CONTRACTORS FOR THE WORK**

54. The project is currently on schedule and within budget. The first 3 car set is due to be delivered on 30 April 1999. Sets 7-30 are targeted to be delivered progressively ahead of the contractual due dates with set 30 targeted to be four months early in April 2000.
55. QR manages the project and requires Walkers-Adtranz to prepare detailed project reports every month. Regular meetings are held with the relevant parties to discuss progress, contract and design issues. When the committee inspected the work, it was impressed by the construction work and the professionalism of Walkers' staff.<sup>39</sup>

**Conclusion 5**

The committee is satisfied with the performance to date of the construction authority and contractors for the work.

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<sup>38</sup> Submission 1:12

<sup>39</sup> Transcript:24

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## REFERENCE LIST

Australian Bureau of Statistics (1996) *Clib 96 CD Rom*.

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Public Works Committee (1997) *Tilt Train Project*, Report no. 35. Brisbane.

## APPENDIX A — CALL FOR SUBMISSIONS

The following advertisement appeared in *The Courier-Mail* and *The Chronicle*, Maryborough on Wednesday 16 September 1998.



### Public Works Committee

### Call for Submissions

**Inquiries into:**

- **construction of a new school and secondary department at Tin Can Bay**
- **redevelopment of the Maryborough Hospital**
- **construction of 30 Citytrain carriages**

The Public Works Committee, an all-party committee of the Queensland Parliament, is inquiring into the above projects. The committee is calling for submissions from interested persons and organisations. You should base your submission on the terms of reference for the inquiry, which are:

**with regard to the construction of a new school and secondary department at Tin Can Bay, the redevelopment of the Maryborough Hospital and the construction of 30 Citytrain carriages, the committee is to inquire into and report on:**

- the purpose, suitability and necessity of the works
- the value for money achieved, or likely to be achieved, by the works
- the cost and recurrent costs or estimates of recurrent costs of the works
- the impact of the works on the community, economy and environment
- the procurement methods for the works
- the balance of public and private sector involvement in the work
- the performance of:
  - the constructing authority for the work; and
  - the consultants and contractors for the work.

Send submissions to: The Research Director  
Public Works Committee  
Parliament House, George Street  
Brisbane Qld 4000.

The closing date for submissions is Friday 9 October 1998.

The committee will consider all submissions and may invite individuals and organisations to give evidence at a public hearing. Submissions become committee documents and can be made public after a decision by the committee. Persons making submissions should not release them without the prior consent of the committee.

If you need further information, contact the committee's research director on (07) 3406 7689 or the research officer on (07) 3406 7926 or e-mail [pwc@parliament.qld.gov.au](mailto:pwc@parliament.qld.gov.au).

**Neil Roberts MLA**  
**Chairman**

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## **APPENDIX B — LIST OF SUBMISSIONS RECEIVED**

1. Mr Vince O'Rourke  
Chief Executive  
Queensland Rail  
GPO Box 1429  
BRISBANE QLD 4001
  
2. N E Gorrie  
Chief Executive Officer  
Maryborough City Council  
PO Box 110  
MARYBOROUGH QLD 4650
  
3. D J Hunt  
Executive Director  
(Transport Coordination & Logistics)  
Queensland Transport  
GPO Box 1549  
BRISBANE QLD 4001

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## **APPENDIX C — LIST OF WITNESSES**

1. Mr Glen Dawe  
Group General Manager  
Metropolitan & Regional Services  
Queensland Rail  
GPO Box 1429  
BRISBANE QLD 4001
2. Mr Rob McAlpine  
Group Manager  
Business Development & Support Services  
Queensland Rail  
GPO Box 1429  
BRISBANE QLD 4001
3. Mr Ross Hunter  
General Manager — Projects  
Queensland Rail  
GPO Box 1429  
BRISBANE QLD 4001
4. Mr Dan Hunt  
Executive Director  
Transport Coordination & Logistics  
Queensland Transport  
GPO Box 1549  
BRISBANE QLD 4001
5. Mr Keith Howman  
Senior Advisor  
Rail Policy  
Queensland Transport  
GPO Box 1549  
BRISBANE QLD 4001
6. Councillor Alan Brown  
Mayor  
Maryborough City Council  
PO Box 110  
MARYBOROUGH QLD 4650

## PUBLIC WORKS COMMITTEE

No.	Report	Date Tabled
1	Annual Report for the Period Ending 30 June 1989	6 July 1989
2	Inquiry into the Proposed Construction by the Brisbane and Area Water Board of a Dam on the Albert River at Wolffdene (September 1989)	28 September 1989
	Report for the Period 1 July to 19 October 1989	19 October 1989
3	No Public Works Committee Report No. 3 was issued	
4	Annual Report for the Period 6 March to 30 June 1990	23 August 1990
5	Bundaberg Hospital Redevelopment - Stage Two (October 1990)	24 October 1990
6	Aboriginal and Torres Strait Islander Housing - The Future (May 1991)	28 May 1991
7	Annual Report for the Period 1 July 1990 to 30 June 1991	18 July 1991
8	Building Another Mental Institution or Housing a New Mental Health Service? - A Report on Community Debate Concerning Construction of the New Kirwan Psychiatric Rehabilitation Unit (October 1991)	24 October 1991
9	Consultation and Planning for Schools and Colleges between State and Local Authorities (November 1991)	5 December 1991
10	The Proposal to Build a 33-Level Office Block at 111 George Street (November 1991)	5 December 1991
	Annual Report for Year 1991-1992	25 November 1992
11	Kirwan Psychiatric Rehabilitation Centre	2 March 1993
12	The Proposed Upgrade of the Townsville Correctional Centre	3 March 1993
13	Public Housing in Toowoomba	19 March 1993
14	The Development of the Sciencentre - the Old Government Printery	13 May 1993
15	Queensland Centre for Advanced Technologies	13 May 1993
16	Cairns Courthouse, Police Headquarters and Watchhouse Complex	20 May 1993
17	Replacement Schools for Herberton and Mission Beach	15 July 1993
	Annual Report for Year 1992-1993	1 September 1993
18	Brisbane Convention and Exhibition Centre	13 October 1993
19	The Construction of New Government Office Accommodation in Rockhampton	18 November 1993
20	Health Facilities in Far North Queensland - Preliminary Report	3 December 1993
21	Health Facilities in Far North Queensland - Final Report	25 February 1994
22	Cairns Convention Centre	28 April 1994
23	Landsborough Highway, Jessamine Creek, and University Road, Townsville	28 April 1994
	Annual Report for Year 1993-94	2 August 1994
24	The Development of Mountain Creek High School	31 August 1994
25	Nambour Hospital Block 6 and Associated Matters	9 September 1994



<b>No.</b>	<b>Report</b>	<b>Date Tabled</b>
26	Queensland Cultural Centre - Stage Five	28 October 1994
27	Technology Facilities Toowoomba College of Technical and Further Education	23 February 1995
28	Development of the Teemburra Dam and Associated Irrigation Areas	24 March 1995
29	Development of the Mackay Small Craft Harbour	31 March 1995
30	Development of the Hervey Bay Courthouse	6 June 1995
31	Development of the Bundaberg Police Headquarters and Watchhouse	6 June 1995
	Annual Report 1994-95	19 October 1995
32	Redevelopment of the Cairns Base Hospital	23 July 1996
33	Expansion of the Lotus Glen Correctional Centre Farm	23 July 1996
	Annual Report 1995-96	8 October 1996
34	Construction of the new Woodford Correctional Centre	29 October 1996
35	Tilt Train Project	26 March 1997
36	The Expansion of the Dalrymple Bay Coal Terminal	8 May 1997
37	Redevelopment of the Princess Alexandra Hospital — interim report	27 May 1997
38	The provision of infrastructure in Cape York	27 June 1997
39	The South East Transit Project	22 July 1997
40	The Mareeba/Dimbulah Irrigation Area Project	19 August 1997
41	The Development of 75 William Street	19 August 1997
	Annual Report 1996-97	24 September 1997
42	A re-evaluation of the South East Transit Project	9 October 1997
43	The construction of a joint Emergency Services head office facility at Kedron Park	28 October 1997
44	The construction of a standard gauge rail line to Fisherman Islands	10 December 1997
45	The operations of Q-Build	17 March 1998
46	The construction of a replacement watchhouse and arrest courts in Brisbane	17 March 1998
47	Redevelopment of the Princess Alexandra Hospital — 2nd interim report	23 April 1998
48	Review of the construction of the Queensland Cultural Centre Stage V	16 September 1998
	Annual Report 1997-98	24 September 1998
49	The upgrading of the Townsville Correctional Centre	22 October 1998
50	Construction of a hot fire training facility by the Queensland Fire and Rescue Authority	22 October 1998
51	Heritage Train project (Great South Pacific Express)	12 November 1998
52	Townsville Hospital redevelopment	12 November 1998
53	Construction of 30 Citytrain carriages	