



RailCorp

RailCorp Rolling Stock PPP
Project Contract No. C01645

Exhibit 11

RailCorp Enabling Works Specification

A handwritten signature in black ink, appearing to be "A. Deha", written above a horizontal dotted line.

RailCorp's signatory

A handwritten signature in black ink, appearing to be "G. K...", written above a horizontal dotted line.

PPP Co's signatory

**Rolling Stock PPP
Double Deck Trains**

**Exhibit 11
RailCorp Enabling Works Specification**

CONTENTS

1	INTRODUCTION	3
2	SCOPE OF RAILCORP ENABLING WORKS	4
2.1	1500V DC power feed for Overhead Traction Power System	4
	2.1.1 <i>Supply Agreement with Power Authority</i>	4
	2.1.2 <i>Substation</i>	4
2.2	Trackwork and Signalling.....	4
2.3	Relocation of Clyburn Exchange.....	5
2.4	Removal or Modification of Existing Building Structures.....	5
2.5	Down Relief Line	6
2.6	Simulator Area at Petersham	6

1 INTRODUCTION

This RailCorp Enabling Works Specification sets out the details of the RailCorp Enabling Works that RailCorp will carry out. These include:

- (a) those works required to facilitate the delivery of the Maintenance Facility being:
 - (i) supply of a 1500V DC power feed with sufficient capacity for each of the Overhead Traction Power System and the Commissioning Track overhead traction power system;
 - (ii) connection(s) of the Site Trackwork to the Rail Network at the Auburn end;
 - (iii) relocation of the existing Clyburn Exchange currently located on the Maintenance Site;
 - (iv) removal or modification of existing building structures (associated with the Metro-South Work Depot (north-west corner) and the Clyburn Exchange building (approx centre) on the Maintenance Site;
 - (v) removal of all loose materials currently stored in the north-eastern area of the RailCorp Central Warehouse and construction of interim site fencing on an alignment generally 500mm inside the actual (new) RailCorp Central Warehouse boundary line;
 - (vi) removal of the heritage water tower from the Maintenance Site; and
- (b) completion of a Commissioning Track for testing and commissioning of the Sets and for potential use by other persons nominated by RailCorp; and
- (c) Preparation of an area at the RailCorp Training Facility located at Petersham, Sydney for the purpose of accommodating the Simulators.

The scope of work for the RailCorp Enabling Works does not include:

- (d) any activities associated with removal or modification of reinforced concrete slabs, footings or other elements below ground, pits, trackwork or other disused elements that exist within the Construction Site;
- (e) any activities associated with the removal or modification of any services currently entering, existing within or crossing through the Construction Site; and

- (f) any activities associated with documentation, recording, removal, protection, transportation, storage, refurbishment and reinstallation of any heritage items or Artefacts.

2 SCOPE OF RAILCORP ENABLING WORKS

2.1 1500V DC power feed for Overhead Traction Power System

RailCorp will provide the 1500V DC power feed to the Overhead Traction Power System at no cost to PPP Co. as described in Schedule 19 RailCorp Enabling Works, Package 3(a), (b) and (c)

RailCorp will connect the Overhead Traction Power System to the Rail Network. PPP Co will cooperate with RailCorp to ensure the satisfactory integration of the Overhead Traction Power System with the Rail Network.

2.1.1 Supply Agreement with Power Authority

RailCorp will arrange and pay for the high voltage supply necessary to feed the Overhead Traction Power System including any supply agreement that may be necessary.

2.1.2 Substation

RailCorp will arrange the 1500V DC power feed for the Overhead Traction Power System either from an existing substation or a new substation. The power feed will be brought to an agreed position within a switchyard to be provided by PPP Co and located within the Maintenance Site at a location to be agreed between RailCorp and PPP Co.

2.2 Trackwork and Signalling

RailCorp will be responsible for providing the trackwork required to make connections between the Rail Network and the Site Trackwork at the Auburn end as described in Schedule 19 RailCorp Enabling Works, Package 4(a), (b) and (c).

RailCorp is not responsible for the connection of the Storage Roads or Standing Roads to the Site Trackwork. RailCorp is not responsible for the construction of the Storage Roads or Standing Roads.

For the purpose of these connections, RailCorp shall provide the following:

- (a) for the Down Relief line connections to the down suburban line, the design and construction of:
 - (i) trackwork;
 - (ii) turnouts;
 - (iii) Overhead Wire; and
 - (iv) signalling, all as described in RailCorp Maintenance Facility Reference Design as RailCorp's work in Attachment 6 of the RailCorp Maintenance Facility Specification and as described in Package 5(a), (b) and (c) of Schedule 19- RailCorp Enabling Works
- (b) For the Down Relief line connections to the Site Trackwork, the design of:
 - (i) Turnouts, and
 - (j) signalling with respect to the area controlled by the Auburn signal box; and
- (c) maintenance of all turnouts and signals on the Down Relief line after control of the Down Relief line becomes the responsibility of RailCorp (see section 2.5 below).

Note that PPP Co is responsible for maintenance of turnouts and signalling prior to transfer of control to RailCorp

2.3 Relocation of Clyburn Exchange

RailCorp communications services are currently located on the Maintenance Site, situated within the Clyburn Exchange building.

RailCorp will carry out all work necessary to relocate the communications services described above to another location away from the Maintenance Site.

2.4 Removal or Modification of Existing Building Structures

There are existing building structures on the Construction Site that need to be removed or modified to allow the construction of the Maintenance Facility. These building structures comprise the Metro-South Work Depot buildings and the Clyburn Exchange building.

RailCorp will carry out all work necessary to remove or modify these structures down to and not below existing ground level and/or adjacent existing top-of-slab level.

2.5 Down Relief Line

The existing (disused) Down Relief line within the Auburn rail corridor immediately adjacent to the Maintenance Site is to be upgraded by RailCorp.

The Down Relief line will be upgraded to serve as the Commissioning Track and will be classed as a siding. Signalled main line access to the Down Relief line will be provided using the existing 53 crossover at Auburn and the 705 crossover at Clyde. Train operations on the Down Relief line during this stage/period will be in accordance with Network Rules and the Network Procedures for yard working in sidings.

The Down Relief line may be used as a Commissioning Track for the purposes of PPP Co conducting low speed testing and commissioning of the Sets. The Commissioning Track will be approximately 2 km long, and will include a 200m long pathway on either side of the Commissioning Track within the Down Relief corridor adjacent to the connection of Access Road 1 onto the Commissioning Track. RailCorp will include looped conduits as a provision for the installation of bollard-type lighting by PPP Co.

The design of the Commissioning Track will include provision of a vehicular access crossing oriented and constructed perpendicular to the longitudinal axis of the Commissioning Track. This vehicular access crossing within the Down Relief corridor is provided specifically for use by RailCorp emergency vehicles.

When control of the Down Relief reverts to RailCorp, then the Yard Control signalling will be extended by RailCorp to Strathfield signal box to facilitate RailCorp's management of train movements onto, along and off the Down Relief line.

When upgrading the Down Relief line, RailCorp will supply to PPP Co three (3) 'new' turnouts, associated points motors and connecting rods.

RailCorp will design, construct and commission the Commissioning Track including the overhead traction power system. RailCorp will make any changes necessary to the Auburn and Granville signal boxes.

2.6 Simulator Area at Petersham

RailCorp will prepare areas at the RailCorp Training Facility at Petersham, Sydney for the purpose of accommodating the Simulators to be provided by PPP Co.