Frequently asked questions

Contract award

Budget

What is the cost of the Regional Rail Fleet project?
The NSW Government is replacing the ageing regional rail fleet of XPT, XPLORER and Endeavour trains and building a new purpose-built maintenance facility to service the fleet in Dubbo.

The total budget for the project is $2.8 billion which includes a capital cost of $1.26 billion for the new fleet, the new maintenance facility in Dubbo, some minor network enabling works and project costs, as well as recurrent costs associated with maintenance services for the first 15 years.

Tender

How was the successful applicant selected?
An Expression of Interest process was held in 2017 to shortlist potential tenderers, with Momentum Trains, Regional Futures and the Bombardier Consortium invited to participate in a Request for Proposal in December 2017.

The Bombardier Consortium withdrew from the process in May 2018.

Proposals were assessed against the following criteria: customer-focused outcomes; train solution; maintenance facility and asset management solution; jobs, skills and industry participation; commercial solution; financial structure and capacity; and price.

Is the Project Deed for the Regional Rail Fleet Project publicly available?
As required by state legislation, Transport for NSW will publish a copy of the contract on its website within 45 days of the contract award (www.transport.nsw.gov.au/industry/contracts-awarded).

What companies are involved in Momentum Trains?
- Construcciones y Auxiliar de Ferrocarriles (CAF) – based in Spain
- CAF Investment Projects – based in Spain
- DIF Infrastructure V Coöperatief – based in The Netherlands.

What does the contract cover?
Under the contract, Momentum Trains will finance the project, design, build and maintain the new fleet as well as design, build, maintain and operate a new, purpose-built train maintenance facility in Dubbo.

The contract also covers upgrading, operating and maintaining the Sydenham Maintenance Centre to use as a metropolitan base for refuelling, provisioning and corrective maintenance.

The new fleet

How will the new fleet be powered?
The trains in the new regional rail fleet are Diesel Electric Multiple Units (DEMUs).

Diesel is used to generate electricity to power the train’s electrical traction system, producing less emissions than the current fleet.

When selecting design options for the fleet, energy performance was a key consideration.

How many trains are in the new fleet?
The new regional fleet will comprise 117 new carriages forming:
- 10 regional intercity trains (30 carriages in 3 car sets)
- 9 short regional trains (27 carriages in 3 car sets)
- 10 long regional trains (60 carriages in 6 car sets).

How did TfNSW decide what features to include in the new fleet?
Before going to tender, we commissioned market research with existing and potential customers of regional rail services to understand the on-board features that are important to our customers.
The results of this research informed the on-board design specifications for the new fleet. This research will help us to provide a regional rail service with improved accessibility, comfort and safety.

**Fleet construction**

**Where will the new fleet be manufactured?**

The new fleet will be built at the manufacturing base of consortium partner CAF in Spain.

The contract for the new fleet requires train completion works to be carried out at the Dubbo Maintenance Facility.

**On-board features**

**What train classes are available?**

For those travelling on short and long regional journeys, the new fleet will feature two classes, premium and economy. On these fleets, approximately 40 per cent of seating will be allocated for premium class.

The intercity trains and economy class on short and long regional trains will have a two-plus-two seating configuration.

The new fleet’s Premium Class offers considerable improvements over the current First Class. The shift from current two plus two to a two plus one seating configuration will allow for significantly wider, more spacious seating.

**What other improvements will customers experience on the new fleet?**

Regional rail customers will experience a more comfortable journey, with ergonomically-designed seating, improved accessibility and spacious, open-style buffet areas.

Families or those travelling together will have access to bay seating.

Customers will be able to charge their electronic devices from their seats, use stable tray tables to work from laptops and access individual overhead reading lights.

Customers will have access to filtered water, aeroplane-style overhead luggage storage and toilets with baby changing facilities in every carriage.

**What safety features are included on the new fleet?**

Customer safety is our priority. The new fleet will include safety upgrades such as automatic selective opening doors, which ensure that doors only open when adjacent to the platform, modern CCTV equipment and internal emergency door release.

**What accessibility improvements have been made to the new fleet?**

The new regional fleet will be designed to be as accessible and inclusive as possible for all our customers.

All trains in the new fleet will have single deck carriages, wider doors than the current fleet, accessible spaces for customers using mobility aids, priority seats and accessible toilets.

Real-time, internal and external visual displays and announcements will help customers keep track of their journey. Hearing augmentation in all passenger areas will assist customers with hearing impairment. Trains will also feature accessible help points.

At a number of stations across the regional rail network, there is a significant gap between the train and the platform, making it difficult for customers to board and alight the train.

To bridge the gap between the train and the platform, the new fleet will feature a retractable external step which will improve access at the majority of regional stations. A manual boarding ramp will also be deployed by staff to enable access for customers who are unable to use the steps.

**Operation**

**Who will operate the new fleet?**

Government-owned operator NSW TrainLink will continue to operate regional rail and coach services.

**Will the new fleet be faster than the current fleet?**

While some time savings may be possible through timetable changes, increasing train speed would require significant infrastructure upgrades to train tracks, stations and platforms.

**Dubbo Maintenance Facility**

**How will regional NSW benefit from the new facility?**

Transport for NSW has a Jobs, Skills and Industry Participation Strategy to maximise job creation and business opportunities in Dubbo.

The Dubbo Maintenance Facility will create sustainable employment, skills development and business opportunities during construction and operation.

Current estimates indicate the project will generate around 200 new jobs during peak construction, 60 new jobs for the final train fit out, testing and commissioning works and 50 new ongoing jobs during operations, including traineeships and apprenticeships.

A Jobs, Skills and Industry Participation Advisory Group will provide expertise and resources to help capture opportunities, coordinate workforce planning and address regional skills shortages.

The group will include relevant government partners, Momentum Trains and their key suppliers.
Will there be opportunities for the Dubbo Aboriginal community to be involved in the Dubbo Maintenance Facility?

Transport for NSW is committed to supporting Aboriginal participation in the project. As part of their contract requirements, Momentum Trains are required to create employment, apprenticeships and opportunities for Aboriginal businesses.

We have set up an Aboriginal Working Group to consult with the local community about their involvement in the project.

What will happen with the Dubbo Maintenance Facility now the contract for the project has been awarded?

Momentum Trains will develop a detailed design for the facility, based on Transport for NSW’s requirements.

Will the community be consulted about the detailed design?

Momentum Trains will prepare environmental management and other associated plans relating to noise and vibration, and traffic and other impacts. In these plans, the contractor will demonstrate how they will meet the environmental requirements outlined in the Review of Environmental Factors and the project’s Conditions of Approval – which are listed in the Determination Report.

Transport for NSW will oversee Momentum Train’s compliance with these plans. To prepare these plans, the contractor will engage with impacted community members who were identified during the environmental assessment and stakeholders.

When will construction start?

Before construction can commence, Momentum Trains and Transport for NSW must finalise a detailed design of the Dubbo Maintenance Facility. Detailed design and early works – including geotechnical investigations – are scheduled to commence in 2019.

How long will construction take?

Construction of the maintenance facility is expected to take around 30 months to complete.

What are the standard construction hours?

The majority of works will occur during the standard hours set by the NSW Environmental Protection Authority. These are:

- Monday to Friday, 7am to 6pm
- Saturdays, 8am to 1pm.

Will there be work outside of the standard construction hours?

Construction works will generally be undertaken within standard hours. At times, work may need to be undertaken outside of these hours to minimise disruption to rail customers, pedestrians, motorists, and nearby residents and businesses or to ensure the safety of railway workers and operational assets.

The impact of noise during out-of-hours works will generally be intermittent and short term. When possible, noisy works will be scheduled to occur in the early evening to avoid sleep disturbance.

These works will be subject to an Out-of-Hours Work Protocol, which covers the assessment, management and approval of works outside of standard hours as well as notification requirements.

How will you keep the community informed about the project?

Transport for NSW is committed to minimising the impacts to the community during the construction and operation of the maintenance facility.

Impacted residents and businesses will receive regular project updates and notifications in advance of any:

- upcoming works
- changes to pedestrian or traffic access
- out-of-hours construction activity.

In addition to the project email address (projects@transport.nsw.gov.au) and Infoline (1800 684 490), a 24-hour construction response line will operate throughout construction (1800 775 465).

This document contains important information about public transport projects in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call Transport for NSW on (02) 9200 0200. The interpreter will then assist you with translation.