

# Regional Rail Fleet Project

## Frequently asked questions

### Budget

#### What is the cost of the Regional Rail Fleet project?

The NSW Government is replacing the ageing regional rail fleet of XPT, XPLOER 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 has published a copy of the contract on its website ([www.transport.nsw.gov.au/industry/contracts-awarded](http://www.transport.nsw.gov.au/industry/contracts-awarded)).

#### What companies are involved in Momentum Trains?

- Construcciones y Auxillar de Ferrocarriles (CAF) – based in Spain
- UGL Rail Services – based in Sydney
- Pacific Partnerships – based in Sydney
- CAF Investment Projects – based in Spain
- DIF Infrastructuur 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 new regional fleet will use bi-mode diesel-electric hybrid technology, a first in Australia.

Bi-mode will allow the fleet to use the overhead power supply while travelling on the electrified section of the NSW rail network.

When travelling on the non-electrified sections of the network, bi-mode trains will use Diesel-Electric Multiple Units (DEMUs) to generate their own power supply.

#### Where will bi-mode use overhead power?

The NSW electrified rail network extends to Broadmeadow in the north, Lithgow in the west, Kiama in the south and Macarthur in the south-west.

#### Will overhead electricity be used in interstate cities?

No, trains arriving and departing Brisbane and Melbourne will use their own power supply.

#### What are the benefits of bi-mode?

Bi-mode configuration will reduce carbon emissions by over 540 tonnes annually and diesel pollution by around three tonnes annually.

This is the equivalent of:

- The emissions of about 77 Australian households
- Travelling three million vehicle kilometres just like circling Australia's perimeter 83 times.

Reducing emissions will save approximately \$1 million each year through associated health and environmental benefits.

Diesel fuel costs will be reduced by approximately \$2 million annually.

### **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. These upgrades are outside the scope of the Regional Rail Project.

## **Mindyarra Maintenance Centre**

### **Why has Transport for NSW changed the design of the maintenance facility?**

Design changes are expected on projects of this size. This is a common occurrence at this stage of a project as the methodology for construction and delivery and operational frameworks are developed and finalised.

The concept design presented during the REF was prepared by Transport for NSW to assess potential impacts of the proposal to build a maintenance facility in Dubbo.

The proposal to build a maintenance facility in Dubbo was approved through the REF process in November 2018.

The contract to deliver the Regional Rail Fleet Project, including the Mindyarra Maintenance Centrebuild was awarded to Momentum Trains in February 2019, following the REF process.

Momentum Trains has mobilised their team and formally started the design process for both the new regional fleet and the maintenance facility in Dubbo.

Changes have been made to the initial maintenance facility concept design to ensure that two new regional trains fit end-to-end within the site.

The consolidation and addition of other buildings and structures on the site will help improve operational efficiencies, stormwater management and flood protection measures. A deeper excavation will also provide additional operational noise mitigation to stakeholders surrounding the site.

### **Was the updated design placed on display for consultation with the community and stakeholders?**

No. The changes remained consistent with the approved concept design displayed for community comment as part of the Review of Environmental Factors approval in 2018.

Working closely and effectively with the local community is a priority for Transport for NSW and Momentum Trains. Transport for NSW and Momentum Trains engaged with neighbours of the maintenance facility, including residents, businesses and other stakeholders to talk through the changes and address questions or concerns.

### **Will residents be impacted by these design changes?**

Changes to the environmental impacts of the maintenance facility during construction and operation are expected to be minimal. The repositioning of the main facility building, administration building and car park, and consolidation and addition of other buildings may result in impacts occurring in different locations around the site.

Transport for NSW and Momentum Trains will engage with neighbours of the maintenance facility, including residents, businesses and other stakeholders to talk through the changes and address questions or concerns.

### **Will the updated design and layout require the need to remove further vegetation and impact animal species?**

The revised design requires the removal of one Kurrajong tree that previously did not need to be removed under the concept design publicly displayed in the Review of Environmental Factors.

The revised design is not expected to have a significant impact to animal species, as the grassland nature of the site provides limited habitat.

Any removal of vegetation from the site will be offset in accordance with the Transport for NSW Vegetation Offset Guide.

### **How will the maintenance facility be powered?**

At least 95 per cent of low voltage energy demand required to power the maintenance facility will be supplied from on-site solar technology.

### **What type of solar technology will be used?**

The design of the maintenance facility is currently underway and in its early stages.

As the design process progresses, Momentum Trains will determine the type and size of the solar panel system required to meet at least 95 per cent of the low voltage energy demand.

### **Why is Transport for NSW building this maintenance facility with solar technology?**

With transport accounting for 45 per cent of the state's energy consumption, Transport for NSW plays a key role in reducing emissions and contributing to the NSW Government's long-term target of net-zero emissions by 2050.

Using solar energy supports Transport for NSW's commitment to shift to a more sustainable future, working steadily to meet these targets.

### **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 Regional NSW. The Mindyarra Maintenance Facility will create sustainable employment, skills development and business opportunities during construction and operation. Current estimates indicate the project will require around 200 new jobs during peak construction and 50 ongoing jobs during operations, including traineeships and apprenticeships. Transport for NSW has set up a Jobs, Skills and Industry Participation Advisory Group which provides expertise and resources to help capture opportunities, coordinate workforce planning and address regional skills shortages. The group includes relevant government partners, Momentum Trains and their key suppliers.

### **Will there be opportunities for the Dubbo Aboriginal community to be involved in the Mindyarra Maintenance Facility?**

The Regional Rail Project has also collaborated with the Aboriginal Working Group along with the local Aboriginal organisations and representatives to name the new facility 'Mindyarra' the first maintenance centre on the Transport for NSW network to use an Aboriginal word for its name.

The word Mindyarra is a Wiradjuri word, and it means to fix or repair. Pronounced Min-dga-rr, it was chosen to represent the work that will occur at the new rail maintenance facility.

### **When will construction start?**

Major construction has begun with the laying of foundation and the first concrete pour at the site of the new Regional Rail Maintenance Facility.

Preliminary and detailed design phases are expected to progress throughout the coming months, in parallel with construction work.

### **How long will construction take?**

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

### **What are the hours of work?**

The majority of work at the Mindyarra Maintenance Facility site will take place during the following times:

- Monday to Friday, 7 am to 6 pm
- Saturdays and Sundays, 7 am to 6 pm.

\*The NSW Government has introduced new rules to support industry and continue the delivery of critical infrastructure during COVID-19.

These new rules allow construction sites, including public infrastructure projects, to operate on weekends and public holidays. They are in place to facilitate physical distancing and support the health and wellbeing of all workers, while keeping construction projects progressing by allowing building work to be spread across more days of the week.

The new rules are outlined under Environmental Planning and Assessment (COVID-19 Development – Construction Work Days) Order 2020 and Environmental Planning and Assessment Act (COVID-19 – Infrastructure Construction Work Days) Order 2020 (the Orders).

Under the new rules, standard construction hours are now 7 am to 6 pm every day, including public holidays.

Commencing Sunday 18 October 2020, Project work hours will be extended to include Sundays from 7am to 6pm.

Work at the maintenance facility site is not planned for Public Holidays at this stage.

### **Will there be work outside of the standard construction hours?**

Work on site will generally be undertaken within the times detailed in this document. 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 work will generally be intermittent and short term. When possible, noisy work will be scheduled to occur in the early evening to avoid sleep disturbance. This work will be subject to an Out-of-Hours Work Protocol, which covers the assessment, management and approval of work 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 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 work
- Changes to pedestrian or traffic access
- Out-of-hours construction activity.

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



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