

PART D

SCOPE OF SERVICES

SERVICE REQUIREMENTS

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D1 OVERVIEW

CityRail a Business unit of RailCorp, is a large and complex organisation, operating both suburban and inter urban rail passenger services in the Sydney, Illawarra/South Coast, Blue Mountains, Southern Highlands and Central Coast/Hunter regions of NSW.

Electrified services operate on 2,000 km's of track, while services beyond Dapto to Bomaderry in the South Coast, Macarthur to Goulburn in the Southern Highlands and Broadmeadow to Scone/Dungog in the Hunter Valley are provided by diesel rail carriages.

CityRail's core business is the mass movement of passengers by rail to major city centres. CityRail services over 300 stations with a fleet of 1458 electric rail carriages and 44 diesel rail carriages providing some 3,000 passenger services and carrying around 900,000 passengers per working day.

The main focus of CityRail is to 'Increase patronage, expand capacity of the network and decrease net cost to Government'.

D2 INTRODUCTION

Rail Corporation New South Wales ("**RailCorp**"), is seeking to create **two (2) Panels** (as listed below) of competent and experienced consultants to perform Cost Planning studies which are:

- Cost planning of rail engineering concepts and projects;
- Cost planning of rolling stock upgrade projects.

This Pre-Registration Document is to establish the above two Panels to provide the Services.

D2.1 Contracting Process

The successful panel members for cost planning studies will be invited to tender for the Services required by RailCorp on a project by project basis. The selection of Panel members to tender for the Services shall be at the sole discretion of RailCorp.

The tender received from the Panel shall include the following and other information relevant to the Services to facilitate the evaluation:

- proposed personnel;
- expertise of the proposed personnel to perform the specific cost planning tasks;
- completion time in days; and
- Fixed Lump Sum Fee for the Services.

RailCorp shall select a panel member as Consultant (hereafter called “Cost Planning Consultant”) and will award a contract to carry out the Services on Lump Sum Fee basis.

D2.2 Conditions of Contract

The terms and conditions of contract applicable to all the Services provided by the Cost Planning Consultant shall be as per Part C “Conditions of Contract”.

RailCorp reserves the right to amend the terms and conditions of contract from time to time.

D2.3 Duration of Panel

The successful Panel members will be on the panel for an initial period of four (4) years with an option for further extension of twelve (12) months, at the sole discretion of RailCorp.

D2.4 Exceptions or Exemptions

From time to time there will be some complex engineering and rolling stock issues such as Finite Element Analysis (FEA) which require specialised skills and resources. RailCorp has the right to select and appoint other consultants and professionals not listed on these panels.

D3 THE BACKGROUND

RailCorp has a rolling stock fleet with a replacement value of over \$5 billion. This operates over a network of 2,000 kms of track. The maintenance of the above assets is funded from an annual Major Periodic Maintenance (MPM) and Capital Programme, which is currently around \$500 million.

Capital Projects to be undertaken via the above programme need to undergo a rigorous evaluation regime. This includes feasibility, concept development, value management, risk management and economic evaluation. A key element underlying all the above is accurate cost planning.

D4 THE TASK

Network Development is part of the Product Development Group, and is charged with the task of developing short and long term responses to changes in passenger business and operating regimes.

As such, the Group develops short and long term strategies for operations, fleet, stabling yards, stations and track rationalisation.

This requires the development and costing of various infrastructure and rolling stock concepts and projects. This facet of the work is part of a suite of studies which is undertaken in the development of capital projects which include:

- Value management;
- Risk assessment;
- Economic evaluation;
- Post completion review.

D5 OVERVIEW OF SERVICE REQUIRED

RailCorp, and Network Development in particular, develops short and long term strategies in response to changes in passenger business and operating regimes. This work has culminated in such programmes as “Clearways”, Fleet Acquisition and Station Upgrading.

The general process for the development of a capital project is as follows: Concept feasibility, develop and cost project, value management, risk assessment, economic evaluation, detail design and cost planning, construction.

It can be seen from the above that Cost Planning occurs at two phases, e.g. preliminary concept and detail design phase.

D5.1 Scope of Cost Planning Services

The scope of the cost planning services to be provided encompasses the broad spectrum of rail engineering activities. These include but are not limited to:

- Civil and structures;
- Mechanical;
- Electrical H & L voltage;
- Signalling;
- Perway;
- Stations and buildings;
- Diesel and electric rolling stock.

D5.1 Duties of Prospective Panel Members

The duties shall include but not be limited to:

- Interviewing stakeholders and project managers with a view to ensuring adequate consultation and necessary project input.
- Interviewing relevant RailCorp standards personnel to ensure appropriate standards are used in cost planning remits.

- Discussion with local personnel at site specific locations to ensure inclusion of their impact.
- Constantly reviewing market prices for rolling stock and rail engineering projects to ensure realistic cost planning outcomes.
- Undertake appropriate site inspections, workshops, value management studies etc. to ensure quality outcomes.
- Prepare quality reports, documenting context, methodology, key assumptions, key findings, risks/critical issues, conclusions and recommendations.

D5.3 Performance Evaluation of Panel Members

The performance of the Cost Planning Panel members will be evaluated by RailCorp against a set of criteria which includes but is not limited to:

- Achievement of pre-arranged schedules for various remits.
- Undertaking remits to nominated budgets.
- Adopted methodology and innovative ideas.
- Effectiveness of stakeholder consultation.
- Quality of analysis presented.