

Type of project: Expansion

System: Blackwater

Expenditure Claim (excluding IDC): \$188,501,416

## Summary of Prudency Assessment

Assessment overview:

Was there sufficient demonstration of prudency of in accordance with Clauses 2 and 3 of Schedule A – refer to Section 1, 2, 3 of this assessment form for assessment details.	Prudency of Cost	<input checked="" type="checkbox"/>
	Prudency of Standard	<input checked="" type="checkbox"/>
	Prudency of Scope	<input checked="" type="checkbox"/>
<i>Overall Assessment Comments and Recommendations</i>		
Criteria	Comment/Recommendation	Risk*
Scope	The scope is considered prudent given the topography of the site and the expected traffic task arising from the opening of the WICET facility.	1
Standard	The works are believed to be prudent in standard, given the requirements of the Aurizon Civil Engineering Track Standard (CETS) and Australian Standards for 300A culvert loading.	1
Cost	The high per km cost means that the work falls at the high end of expectations for this type of work, but the large amount of earthworks undertaken mitigates in favour of prudency.	1

\*refer to Appendix X for an explanation of the Risk ratings

Information provided and assessed:

<b>FY15 Capital Expenditure (Major Projects) Report 11, August 2015</b>	<b>SAP ZWISR spreadsheet for FY15 spend</b>
<b>WIRP Stage 1 Feasibility IAR (Redacted) Contracts and Procurement Plan</b>	<b>WIRP Stage 1 Project Plan Tender Evaluation Plan</b>
<b>Tender Evaluation Panel Scores</b>	<b>Recommendation to Contract Award</b>
<b>Commissioning Acceptance Certificate - Segment 1, Revision C</b>	<b>Wiggins Island Balloon Loop – Stage 1, Civil Deviation Report, Version 1,</b>
<b>Variations to Standard Practice</b>	<b>Wiggins Island Rail Project Asset Audit, 15<sup>th</sup> August 2014</b>
<b>Infrastructure Booking Authority forms</b>	<b>WIRP1 Scope Book</b>

### Background

The project scope is to construct a new 13.2km single rail balloon loop adjacent to the existing North Coast Line to enable train unloading near the new Wiggins Island Coal Export Terminal (WICET) port facility. The loop will hold five Blackwater length trains. The scope also includes connection of the new loop with the North Coast Line and provision of a new crossover on the North Coast Line.

Stage	Date	Project Cost or Estimate	Comments
Investment Approval Request	August 2011	Nil	The WIRP infrastructure work, of which this is a part, is understood to have been approved by customers by way of the WIRP Deed.
Minor Funding Request			Not provided
Project Plan			No project plan has been provided in a written format.
Completion Report Forecast			Works commissioned October 2014
Actual Costs to Date	31/03/15	\$188,501,416	ZPS Report Actuals to 31 March 15 spreadsheet

Type of project: Expansion      System: Blackwater      Expenditure Claim (excluding IDC): \$188,501,416

Previously approved QCA claim	31/03/15	Nil	
RAB Submission 2014-15	11/08/15	\$188,501,416	Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report
RAB Submission IDC	11/08/15	\$45,016,180	Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report
RAB Submission Aurizon Network	11/08/15	\$233,517,596	Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report

Type of project: Expansion

System: Blackwater

Expenditure Claim (excluding IDC): \$162,422,586

## Summary of Prudency Assessment

Assessment overview:

Was there sufficient demonstration of prudency of in accordance with Clauses 2 and 3 of Schedule A – refer to Section 1, 2, 3 of this assessment form for assessment details.	Prudency of Cost	<input checked="" type="checkbox"/>
	Prudency of Standard	<input checked="" type="checkbox"/>
	Prudency of Scope	<input checked="" type="checkbox"/>
<i>Overall Assessment Comments and Recommendations</i>		
Criteria	Comment/Recommendation	Risk*
Scope	The work is considered to be prudent in terms of scope.	2
Standard	The work is considered to be prudent in terms of standard.	1
Cost	The work is considered to be prudent in terms of cost.	1

\*refer to Appendix X for an explanation of the Risk ratings

Information provided and assessed:

<b>FY15 Capital Expenditure (Major Projects) Report 11, August 2015</b>	<b>SAP ZWISR spreadsheet for FY15 spend</b>
<b>WIRP Stage 1 Feasibility IAR (Redacted) Contracts and Procurement Plan</b>	<b>WIRP Stage 1 Project Plan Tender Evaluation Plan</b>
<b>Tender Evaluation Panel Score</b>	<b>Recommendation for Award of Civil Construction Contract</b>
<b>Commissioning Acceptance Certificate (Final) - Segment 4a, Rocklands to Stanwell</b>	<b>Blackwater Duplication Project – Stage 1, Civil Deviation Report, Version 1,</b>
<b>Variations to Standard Practice WIRP1 Scope Book</b>	<b>Infrastructure Booking Authority forms</b>

Background

The project scope is to duplicate 17.9km of electrified track and construct three bridges on the Blackwater system.
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Stage	Date	Project Cost or Estimate	Comments
Investment Approval Request	August 2011	Nil	The WIRP infrastructure work, of which this is a part, is said to have been approved by customers by way of the WIRP Deed.
Minor Funding Request			Not provided
Project Plan			No project plan has been provided in a written format.
Completion Report Forecast			Works commissioned February 2015
Actual Costs to Date	31/03/15	\$162,422,586	ZPS Report Actuals to 31 March 15 spreadsheet
Previously approved QCA claim	31/03/15	Nil	
RAB Submission 2014-15	11/08/15	\$162,422,586	Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report

<i>Type of project: Expansion</i>		<i>System: Blackwater</i>		<i>Expenditure Claim (excluding IDC): \$162,422,586</i>	
RAB Submission IDC	11/08/15	\$29,478,036		Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report	
RAB Submission Aurizon Network	11/08/15	\$191,900,622		Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report	

Type of project: Expansion

System: Blackwater

Expenditure Claim (excluding IDC): \$14,733,398

## Summary of Prudency Assessment

Assessment overview:

Was there sufficient demonstration of prudency of in accordance with Clauses 2 and 3 of Schedule A – refer to Section 1, 2, 3 of this assessment form for assessment details.	Prudency of Cost	<input checked="" type="checkbox"/>
	Prudency of Standard	<input checked="" type="checkbox"/>
	Prudency of Scope	<input checked="" type="checkbox"/>
<i>Overall Assessment Comments and Recommendations</i>		
Criteria	Comment/Recommendation	Risk*
Scope	The work is considered to be prudent in terms of scope.	2
Standard	The work is considered to be prudent in terms of standard.	1
Cost	The work is considered to be prudent in terms of cost.	1

\*refer to Appendix X for an explanation of the Risk ratings

Information provided and assessed:

**FY15 Capital Expenditure (Major Projects) Report 11, August 2015**

**SAP ZWISR spreadsheet for FY15 spend**

**WIRP Stage 1 Feasibility IAR (Redacted)**

**WIRP Stage 1 Project Plan**

**Contracts and Procurement Plan**

**Tender Evaluation Plan**

**Tender Evaluation Panel Scores**

**Recommendation to Contract Award**

**Commissioning Acceptance Certificate (Final) Segment 5, Bauhinia North, February 2015**

**Bauhinia Electrification Project – Signalling Installation Works (Inspection Report) Kenmare to Memooloo, 19 January 2015**

**Kenmare Loop signed Infrastructure Booking Authority form**

**Verification Audit – WIRP Stage One A03735 Segment 5 Bauhinia North (Kenmare Passing Loop) – February 2015**

**WIRP1 Scope Book**

### Background

The project, which included construction of a new 1.9km non-electrified passing loop, complete with RCS 'lite' signalling, and upgrade of construction haul road to access road standard, was undertaken to accommodate additional coal traffic expected to be generated by the completion of the Wiggins Island Coal Export Terminal at the Port of Gladstone.

Stage	Date	Project Cost or Estimate	Comments
Investment Approval Request	August 2011	Nil	The WIRP infrastructure work, of which the Bauhinia North upgrade is a part, is said to have been approved by customers by way of the WIRP Deed.
Minor Funding Request			Not provided
Project Plan			No project plan has been provided in a written format.
Completion Report Forecast			Works commissioned March 2015
Actual Costs to Date	31/03/15	\$14,733,398	BEP ZPS Report Actuals to 31 March 15 spreadsheet
Previously approved	31/03/15	Nil	

<i>Type of project: Expansion</i>		<i>System: Blackwater</i>		<i>Expenditure Claim (excluding IDC): \$14,733,398</i>	
QCA claim					
RAB Submission 2014-15	11/08/15	\$14,733,398		Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report	
RAB Submission IDC	11/08/15	\$1,426,931		Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report	
RAB Submission Aurizon Network	11/08/15	\$16,160,329		Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report	

Type of project: Expansion

System: Moura

Expenditure Claim (excluding IDC): \$14,189,041

## Summary of Prudency Assessment

Assessment overview:

Was there sufficient demonstration of prudency of in accordance with Clauses 2 and 3 of Schedule A – refer to Section 1, 2, 3 of this assessment form for assessment details.	Prudency of Cost	<input checked="" type="checkbox"/>
	Prudency of Standard	<input checked="" type="checkbox"/>
	Prudency of Scope	<input checked="" type="checkbox"/>
<i>Overall Assessment Comments and Recommendations</i>		
Criteria	Comment/Recommendation	Risk*
Scope	The work is considered prudent in terms of scope.	1
Standards	This is considered prudent as Aurizon Network have confirmed that the project works are designed for 26.5TAL traffic.	1
Cost	The work is considered prudent in terms of cost.	1

\*refer to Appendix X for an explanation of the Risk ratings

Information provided and assessed:

**FY15 Capital Expenditure (Major Projects) Report 11, August 2015**

**SAP ZWISR spreadsheet for FY15 spend**

**WIRP Stage 1 Feasibility IAR (Redacted) Contracts and Procurement Plan**

**WIRP Stage 1 Project Plan Commissioning Acceptance Certificate (Final) Segment 3, Moura East**

**Infrastructure Booking Authority forms**

### Background

The project was undertaken to accommodate additional coal traffic expected to be generated by the completion of the Wiggins Island Coal Export Terminal at the Port of Gladstone. The project work involves formation strengthening of 800m of track and construction of a 2km non-electrified track deviation.

Stage	Date	Project Cost or Estimate	Comments
Investment Approval Request	August 2011	Nil	The WIRP infrastructure work, of which the Moura East upgrade is a part, is said to have been approved by customers by way of the WIRP Deed.
Minor Funding Request			Not provided
Project Plan			No project plan has been provided in a written format.
Completion Report Forecast			Works commissioned March 2015
Actual Costs to Date	31/03/15	\$14,189,041	BEP ZPS Report Actuals to 31 March 15 spreadsheet
Previously approved QCA claim		Nil	
RAB Submission 2014-15	11/08/15	\$14,189,041	Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report

<i>Type of project: Expansion</i>		<i>System: Moura</i>		<i>Expenditure Claim (excluding IDC): \$14,189,041</i>	
RAB Submission IDC	11/08/15	\$1,737,183		Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report	
RAB Submission Aurizon Network	11/08/15	\$15,926,224		Aurizon Network 2014/5 Capital Expenditure (Major Projects) Report	