



MELBOURNE METRO RAIL COMMUNITY UPDATE MARCH 2016

A MESSAGE FROM THE CEO



Progress on **Melbourne Metro** continues to ramp up with the release of the Business Case which details a strong economic case for the project.

The detailed analysis undertaken for the Business Case found every dollar invested in Melbourne Metro will generate a benefit of \$1.10 for the State (BCR 1.1) or \$1.50 when wider economic benefits are included (BCR 1.5). A BCR greater than one indicates benefits outweigh costs for every dollar spent.

The Business Case for Melbourne Metro also determined that an investment in rail of this scale is needed to meet Melbourne and Victoria's growth, and that Melbourne Metro has strong economic credentials.

Melbourne Metro will fundamentally lift the capacity and reliability of the train network to accommodate the city's growing population. It also is an enabling investment, providing the backbone for future expansion of the rail network.

From day one of opening, an additional 39,000 passengers will be able to travel on the rail network in each peak period of every day.

Around 12,000 of this additional peak period capacity on day one is delivered directly on the new stand-alone Melbourne Metro (Sunbury to Cranbourne-Pakenham) line with the remaining 27,000 capacity uplift on other lines (Craigieburn, Upfield, Frankston, Sandringham and Werribee).

Melbourne Metro will improve accessibility to jobs, education and other social and economic opportunities. It also relieves crowding on city tram routes, and connects key locations such as Arden, Parkville and Domain to heavy rail for the first time.

During construction, Melbourne Metro will create around 4,700 jobs nationwide, while the project is expected to increase Victoria's Gross State Product by \$7 billion in present value terms.

The Business Case has been submitted to the Commonwealth Government and Infrastructure Australia for consideration. Meanwhile planning, site investigations and technical design work continues to enable the delivery of Melbourne Metro as soon as possible, subject to planning approvals.

A copy of the Business Case and a Key Findings summary are available at the Melbourne Metro website.

Evan Tattersall
Chief Executive Officer
Melbourne Metro Rail Authority



Shortlist for Early Works finalised

Three world-leading bidders have been shortlisted to deliver the first package of works on Melbourne Metro, the biggest public transport infrastructure project in Victoria's history.

The three bidders selected for the next phase of the tender process for Early Works are:

- CPB Contractors (formally Leighton)
- John Holland KBR Joint Venture
- Lend Lease Coleman Rail Joint Venture

The shortlisting follows a rigorous Expression of Interest process which delivered an extremely high standard of responses from companies around the world. Shortlisted bidders will be requested to submit a formal proposal in the second quarter of 2016. A contract will be awarded in mid-2016 with enabling works construction activities to commence soon after.

Works will include moving and protecting underground services such as gas, sewer and water mains, stormwater pipes and telecommunication cables, the removal of trees and other road features to enable construction sites to be established, and the design and construction of access shafts.

Environment Effects Statement

Melbourne Metro will be assessed through an Environment Effects Statement (EES) planning process. Melbourne Metro Rail Authority is committed to a robust and transparent assessment process and we are undertaking a comprehensive engagement program to seek input from stakeholders and the community. Thank you to everyone who provided feedback on the project last year, your input helped to inform the development of the EES.

You will be able to make formal submissions on the EES during the EES public exhibition period, expected to be held in mid-2016. Sign up to our eNews to find out about upcoming community consultation opportunities and keep updated on the status of the EES.

Geotechnical investigations continue

MMRA is currently undertaking site investigations along the project alignment to understand more about the ground conditions and the location of underground services.

The service identification works involve the excavation of narrow trenches at multiple locations along the alignment with small site compounds to enable this work to be conducted safely. Surrounding residents and businesses will be notified of these works which may require night-time road closures and lane closures during the day in certain locations.

Geotechnical investigations are also continuing with more than 100 boreholes having been drilled already along the alignment from Kensington to South Yarra with ultimately 200 boreholes to be drilled by mid-2016.

This includes a barge on the Yarra River which is completing geotechnical drilling, to help to further our understanding of the complex ground conditions under the river. The drill rig is located near Princes Bridge and is undertaking 12 boreholes from January to March. Advance notice of geotechnical investigations is provided to residents and businesses.

To view the full geotechnical program schedule visit www.melbournemetro.vic.gov.au.

More information

To find out more about the Melbourne Metro Rail Project and register for future updates:

 melbournemetro.vic.gov.au

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 @mmrailproject

 Melbourne Metro Rail Authority

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