The Australia & New Zealand Infrastructure Pipeline (ANZIP) provides a forward view of public infrastructure activity across Australia and New Zealand, providing certainty of the forward work programme to investors, constructors, governments and other agencies. ANZIP informs industry of where and what infrastructure opportunities are available, and when they come to market by tracking greenfield and brownfield transactions from when they are proposed, until they reach contractual and financial close.

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STATUS DEFINITIONS

Prospective pipeline
Greenfield (construction) or brownfield (government asset divestment) projects needed or likely to occur within the next five years, but is not formally proposed by a state, territory or major local government.

Credibly Proposed
The project or divestment is supported by a state, territory or major local government, is subject to studies or other processes (such as pre-feasibility or scoping studies or business case development), and is likely to proceed to formal announcement.

Announced
The project has a firm commitment and timeline from a state, territory or major local government, but has not yet entered the market.

Under procurement
The project or transaction is under procurement (such as a call for Expressions of Interest, requests for tender, or another offer to the market).

Preferred bidder announced
A preferred bidder has been selected and is in exclusive negotiations.

Recently closed
Projects that have progressed to contractual close remain on ANZIP for 12 months.

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The New South Wales Government’s Sydney Metro programme is the biggest public transport project in Australia. Services start in the first half of 2019 in the city’s north west on Australia’s first fully-automated metro rail service, extending into the CBD in 2024 then beyond to the city’s west.

**Sydney Metro - Northwest ($8.3 billion)**

Sydney Metro Northwest, formerly the North West Rail Link, is the first stage of Sydney Metro and will be the first fully-automated metro rail system in Australia.

Three major contracts were awarded in 2013 and 2014 to deliver and operate Sydney Metro Northwest. These include:

- **Tunnels and Stations Civil works**
  $1.15 billion contract awarded to CPB John Holland Dragados (CPBJHD), formerly Thiess John Holland Dragados on 24 June 2013. This contract delivered the 15 kilometre twin metro rail tunnels between Bella Vista and Epping, Australia’s longest railway tunnels.

- **Surface and Viaduct Civil works**
  $390 million contract awarded to the Impregilo-Salini joint venture on 17 December 2013. This contract delivered the four-kilometre elevated skytrain between Bella Vista and Rouse Hill, including a 270-metre cable-stayed bridge over Windsor Road at Rouse Hill.

- **Operations, Trains and Systems (PPP)**
  $3.7 billion operations contract awarded to Northwest Rapid Transit on 15 September 2014. This contract involves delivering eight new railway stations, 4,000 commuter car parking spaces, Sydney’s new metro trains and upgrading the existing railway between Chatswood and Epping. At the time, it was the largest Public Private Partnership awarded in NSW.

In July 2018 Alstom were awarded a 15 year maintenance contract for Sydney Metro - Northwest, which comprises maintenance of the 22 six-car train sets, signalling systems and point machines, along with operation and maintenance of the depot. The train sets and signalling systems were also built by Alstom.

Sydney Metro Northwest opened on 26 May 2019. The NSW Government confirmed that the project was delivered $1 billion under budget.

**Sydney Metro - City & Southwest ($12.5 billion)**

This project extends metro services from the city’s north west on a new 30-kilometre metro line from Chatswood under Sydney Harbour, through new CBD stations and south west to Bankstown.

Services are expected to start in 2024.

The Sydney Metro City & Southwest project cost range has been set at $11.5 billion to $12.5 billion. The
final project budget will be confirmed once all major contracts are awarded, following the same process used for the $8.3 billion Sydney Metro Northwest.

There are two components of Sydney Metro City & Southwest:

- Chatswood to Sydenham: New 15.5 kilometre twin tunnels from Chatswood to Sydenham. New stations will be delivered at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo along with new underground platforms at Central Station; and
- Sydenham to Bankstown upgrade: The upgrade of 13.5 kilometres of rail line and conversion of 11 stations between Sydenham and Bankstown to metro standards, including lifts and level access for all stations.

Sydney Metro City & Southwest is split into several major work packages, which include:

- Metro tunnelling contract (Tunnels and Station Excavation Works – TSE)
- Metro train operations (Trains, Systems, Operations and Maintenance - TSOM)
- Metro line-wide works
- Sydenham Metro upgrade (Sydenham Station and Junction Works - SSJ)
- Central Walk and Metro station (Central Station Main Works - CSM)
- Bankstown Line Metro upgrade (Southwest Station and Corridor Works - SSC)
- Victoria Cross Metro Station and development contract
- Pitt Street Metro Station and development contract
- Cross Nest Metro Station and development contract
- Waterloo Metro Station and development contract
- Martin Place Metro Station and development contract
- Barangaroo Metro Station and development contract
- Metro early works (multiple contracts), and
- Metro lifts and escalators contract.

Waterloo, Pitt Street, Martin Place, Victoria Cross and Crows Nest stations will be constructed as individual integrated station developments. This approach allows the station and the building above to be built at the same time, minimising the impact to the community and maximise the benefits of Sydney Metro. Barangaroo Station will be designed by Sydney Metro and constructed under a separate contract.

Martin Place Station was subject to an unsolicited proposal from Macquarie Group, with the NSW Government accepting Macquarie’s proposal and awarding them the $378 million contract in September 2018. Lendlease has been appointed by Macquarie to deliver the integrated station development.

Four other major contracts have been awarded, including:

- Metro tunnelling contract - John Holland CPB Contractors Ghella Joint Venture will build the twin...
15.5km railway tunnels from Chatswood to Sydenham, including under Sydney Harbour. Contract awarded June 2017.

- Sydenham Metro Upgrade contract - John Holland Pty Ltd and Laing O’Rourke Australia Construction Pty Ltd will do major railway work at Sydenham, including upgrading Sydenham Station. Contract awarded September 2017.
- Central Walk and Metro Station contract - Laing O’Rourke will build new Sydney Metro underground platforms at Central Station and the landmark Central Walk. Contract awarded March 2018.

Infrastructure Australia (IA) identifies City & Southwest as a High Priority Project on its Infrastructure Priority List

**Sydney Metro - West.**

Sydney Metro West will deliver a new direct underground connection between the CBDs of Parramatta and Sydney. The proposed Sydney Metro West will work together with the existing T1 Western Line between the Sydney CBD and Parramatta, which is expected to be overcrowded by the early 2030s, despite ongoing upgrade works. The Government is finalising the alignment, with key precincts to be serviced along the route at:

- Westmead
- Parramatta
- Sydney Olympic Park
- The Bays Precinct, and
- Sydney CBD.

Sydney Metro is also investigating additional metro stations between Olympic Park and Parramatta, and at Pyrmont. The Government will safeguard the ability to extend Sydney Metro to the south-east of the Sydney CBD via Zetland, serving the Green Square town centre, as well as towards the west beyond Westmead. The NSW Government committed to planning an extension of Sydney Metro West from Westmead to Western Sydney Airport during the 2019 State election.

An initial round of the industry engagement took place in the second half of 2017 to build awareness of the project and to obtain market information to shape its scope and definition, to ensure the desired transport and land-use outcomes are met.

The initial delivery strategy for Sydney Metro West was released in April 2018, which comprised an initial packaging strategy with a range of options subject to further analysis and industry consultation. Following consultation, a base case delivery strategy was released in December 2018, which includes:

- Operations;
- Rolling stock;
- Signalling and train control;
- Rail and Line-wide systems and depot;
- Stations and associated developments (multiple contract packages);
- Tunnels and excavations (at least two contracts) - East and West; and
- Advanced and Enabling works (multiple contract packages).

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019. Sydney Metro has indicated procurement of Sydney Metro West is expected to commence in 2019.

The 2018-19 NSW Budget reserved $3 billion with $28.1 million allocated in FY2018-19 to progress planning and final business case development. The allocation will allow Sydney Metro to start designing new metro stations and precincts, and commence planning approvals and ongoing community and industry consultation. The NSW Government committed an additional $3.2 billion to the project during the 2019 State election campaign. Construction of Sydney Metro West is expected to start in 2020, subject to business case assessment.

Preliminary estimates place the capital cost of the project at around $10 billion.

The 2019-20 NSW Budget allocated $6.4 billion over four years to the project.

In the State Infrastructure Strategy 2018-2038, Infrastructure NSW notes Sydney Metro West should be the NSW Government’s priority rail network extension project.

IA identifies Sydney Metro West as a High Priority Initiative on its Infrastructure Priority List.

**Sydney Metro Greater West**

Formerly known as the North South Rail Link, Sydney Metro Greater West will see a new rail line run from Rouse Hill via Western Sydney Airport (WSA) and the Aerotropolis in Bringelly to Macarthur. The first stage of the project will see automated driverless trains run from St Marys on the existing T1 heavy rail line to Western Sydney Airport and the Aerotropolis.

The Federal Government and Sydney Metro are conducting industry and stakeholder engagement to develop project delivery packages. Both the Federal and NSW governments intend the first stage to be completed in time for the opening of WSA in 2026.

The NSW Government announced during its 2019 re-election campaign that it would continue to plan for future stages of Sydney Metro Greater West, from St Mary’s to Rouse Hill via Schofields, and Aerotropolis to Macarthur, in the next term of government.

The 2019-20 NSW Budget allocated $2 billion over four years to the project, subject to completion of the business case, to commence construction.

The full Sydney Metro Greater West is estimated to cost between $15-20 billion.

**Delivery**

On 1 July 2018, the new Sydney Metro authority was established to deliver the Sydney Metro program of works.

Sydney Metro is an operating agency owned by the NSW Government and is part of the NSW Transport cluster, operating similar to Sydney Trains.

Sydney Metro is tasked with working across government to lead the delivery of a world-class metro rail system focused on customers and great local places, driving the state’s economic growth well into the future as a result.
The Sydney Metro City & Southwest project - the second stage of Sydney Metro - will see a new 30 kilometre metro line extending from Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown.

The Bankstown Line Metro Upgrade (Southwest Stations and Corridor - SSC) package focuses on the Sydenham to Bankstown section of project and includes:

- Bridge and non-station civil works;
- Station works (including upgrades);
- Services buildings and facilities;
- Electrical works (low voltage);
- Cable and services routing; and
- Track and other rail infrastructure.

The Environmental Impact Statement (EIS) for the Sydenham to Bankstown section of Sydney Metro City & Southwest was released for public consultation in September 2017. Public consultation ended on 8 November. The Submissions and Preferred Infrastructure Report for the Sydenham to Bankstown Metro Upgrade was released for exhibition on 20 June 2018 until 18 July 2018. In December 2018 the Sydney to Bankstown section received planning approval from the NSW Government.

In their December 2018 Industry briefing Sydney Metro indicated that the SSC contract would be delivered in a series of contracts instead of a single design and construct contract. Contracts are to be progressively awarded from 2019 onwards. Early works for the conversion of the line to metro standards is being undertaken by a John Holland Laing O'Rourke joint venture, who are currently delivering the Sydenham Station and Junction (SSJ) Works.

In May 2019, Metron T2M, a joint venture comprising Mott MacDonald and Arcadis, was awarded the $26 million design contract for stations and general rail corridor between Marrickville and Punchbowl.

The NSW Government originally intended to deliver the SSC works under a fixed price lump sum design and construct contract, and registrations for the Request for Tenders (RFT) closed in May 2017. 

Value undisclosed
The Sydney Metro City & Southwest project - the second stage of the broader Sydney Metro - will see a new 30 kilometre metro line extending from Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown.

As part of the project delivery strategy, the NSW Government is seeking to develop the new stations at Crows Nest, Victoria Cross, Pitt Street, Martin Place and Waterloo through integrated station developments (ISDs) packages. The ISD package allows for construction of the new metro station to be integrated with an over-station building or development.

The Crows Nest ISD will sit separated from the Willoughby Road shopping and dining precinct by Hume Street Park, with the station platform sitting approximately 25 metres below ground. The current concept for over-station development comprises four buildings mixed between residential, commercial and potentially a hotel. The planning process for the ISD started in 2018.

Sydney Metro called for Expressions of Interest (EOIs) for the ISD in August 2018, with EOIs due on 5 October. In November a Request for Tender (RFT) for design and technical services, with the successful tenderer to deliver the detailed design for the project. RFTs are due on 18 January 2019. A construct only contract is to be released for the station construction in 2020, following completion of the detailed design.

Sydney Metro has lodged a request for the Secretary’s Environmental Assessment Requirements (SEARs) with the NSW Department of Planning and Environment. The SEARs is required for preparation for the Environmental Impact Statement (EIS) and concept State Significant Development (SSD) application.

In November, the concept SSD application and EIS were released for public consultation, with submissions due by 8 February 2019.

The concept SSD is the first stage in the planning approval process. This will be followed by the detailed SSD, which will refine and develop the designs for the Crows Nest Station. The detailed SSD will be completed by a development partner, who will be selected through a tender process.

Last reviewed: 17/01/2019
The Metro line-wide works package will include the design, construction, testing and commissioning of the line-wide rail systems. The package comprises:

- laying of 15.5 kilometres of twin track in the tunnels between Chatswood and Sydenham;
- tunnel services including ventilation, drainage, lighting and power supply;
- line-wide installation of station control systems, overhead line and traction supply and electrical sub-stations, and
- construction of the Sydney Metro Trains Facility at Sydenham and associated stabling works.

Expressions of Interest (EOI) for the package opened on 3 November and closed on 7 December 2017.

In March 2018, the NSW Government announced that three consortia had been shortlisted for the works, comprising:

- LORJH Joint Venture, comprising Laing O'Rourke and John Holland;
- Metconnect, comprising Downer EDI and RCR O'Donnell Griffin; and
- Systems Connect, comprising UGL Engineering and CPB Contractors.

In November 2018, the package was awarded to Systems Connect, a CPB Contractors-UGL joint venture. Work commenced in late 2018 and is expected to be completed by 2024.

Sydney Metro intends to deliver the package under an incentivised target cost contract.

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**SYDNEY METRO - CITY AND SOUTHWEST - PITT STREET STATION**

The Sydney Metro City & Southwest project - the second stage of the broader Sydney Metro - will see a new 30 kilometre metro line extending from Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown.

As part of the project delivery strategy, the NSW Government is seeking to develop the new stations at Crows Nest, Victoria Cross, Pitt Street, Martin Place and Waterloo through integrated station developments (ISDs) packages. The ISD package allows for construction of the new metro station to be integrated with an over-station building or development.

The Pitt Street ISD is expected to include a 43 storey above the northern entrance to the station and a 30 commercial or 35 storey residential building above the southern entrance to the station. The station platform will sit approximately 17-20 metres below ground.

Expressions of Interest (EOIs) for the ISD were received in June 2018, with three groups shortlisted for the project including: Grocon, Lendlease, and Brookfield Properties Australia. Requests for Tender (RFTs) were released in Q4 2018 with contract award scheduled in late-2019.

Separately, the Environmental Impact Statements for the two towers have been lodged with the Department of Planning and Environment and were on public exhibition from 16 August until 12 September.
In July 2019, the NSW Government granted first stage approval for the buildings above the station, while planning approval for the new station was granted at the start of 2017.

**SYDNEY METRO - CITY AND SOUTHWEST - VICTORIA CROSS STATION**

**STATUS:** Recently closed

**VALUE:** $476M AUD

**SECTOR:** Rail

**JURISDICTION:** NSW

**PROCUREMENT APPROACH:** Traditional procurement

**TYPE:** Greenfield

The Sydney Metro City & Southwest project - the second stage of the broader Sydney Metro - will see a new 30 kilometre metro line extending from Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown.

As part of the project delivery strategy, the NSW Government is seeking to develop the new stations at Crows Nest, Victoria Cross, Pitt Street, Martin Place and Waterloo through integrated station developments (ISDs) packages. The ISD package allows for construction of the new metro station to be integrated with an over-station building or development.

The Victoria Cross ISD is the most advanced of the new metro stations with planning approval received in January 2017 and procurement underway.

In May 2018 Transport for NSW (TfNSW) released the concept State Significant Development (SSD) Application and Environmental Impact Statement (EIS) Overview for Victoria Cross ISD for public exhibition. The exhibition period ended on 22 June 2018, with public feedback considered prior to planning determination which is expected in Q4 2018.

The ISD is proposed to comprise a 40-storey commercial building over the metro station located on the corner of Miller and Berry streets in the heart of North Sydney, with the station platform to sit approximately 31 metres below ground.

Following Expressions of Interest in Q4 2017, in March 2018 the NSW Government announced three parties had been shortlisted for the ISD. This included:

- Lendlease Development;
- John Holland Charter Hall Joint Venture; and
- Dexus Funds Management

Lendlease were awarded the contract in December 2018.

They will be required to prepare and submit the detailed SSD application.

**SYDNEY METRO - CITY AND SOUTHWEST - WATERLOO STATION**

**STATUS:** Recently closed

**VALUE:** $476M AUD

**SECTOR:** Rail

**JURISDICTION:** NSW

**PROCUREMENT APPROACH:** Traditional procurement

**TYPE:** Greenfield

The Sydney Metro City & Southwest project - the second stage of the broader Sydney Metro - will see a new 30 kilometre metro line extending from Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown.

As part of the project delivery strategy, the NSW Government is seeking to develop the new stations at Crows Nest, Victoria Cross, Pitt Street, Martin Place and Waterloo through integrated station developments (ISDs) packages. The ISD package allows for construction of the new metro station to be integrated with an over-station building or development.

The Victoria Cross ISD is the most advanced of the new metro stations with planning approval received in January 2017 and procurement underway.

In May 2018 Transport for NSW (TfNSW) released the concept State Significant Development (SSD) Application and Environmental Impact Statement (EIS) Overview for Victoria Cross ISD for public exhibition. The exhibition period ended on 22 June 2018, with public feedback considered prior to planning determination which is expected in Q4 2018.

The ISD is proposed to comprise a 40-storey commercial building over the metro station located on the corner of Miller and Berry streets in the heart of North Sydney, with the station platform to sit approximately 31 metres below ground.

Following Expressions of Interest in Q4 2017, in March 2018 the NSW Government announced three parties had been shortlisted for the ISD. This included:

- Lendlease Development;
- John Holland Charter Hall Joint Venture; and
- Dexus Funds Management

Lendlease were awarded the contract in December 2018.

They will be required to prepare and submit the detailed SSD application.
The Sydney Metro City & Southwest project - the second stage of the broader Sydney Metro - will see a new 30-kilometre metro line extending from Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown.

As part of the project delivery strategy, the NSW Government is seeking to develop the new stations at Crows Nest, Victoria Cross, Pitt Street, Martin Place and Waterloo through integrated station developments (ISDs) packages. The ISD package allows for construction of the new metro station to be integrated with an over-station building or development.

While initially being a station construction only contract, Transport for NSW (TfNSW) in April 2018 decided that Waterloo Station would also be built through an ISD package. UrbanGrowth NSW’s proposed Waterloo Metro Quarter will, therefore, be integrated into the Waterloo Station works.

Waterloo Station and Metro Quarter will be bounded by Botany Road, Cope Street, Raglan Street and Wellington Street in Waterloo. Beyond the metro station, the Metro Quarter is expected to comprise approximately:

- 700 residential units with 20 per cent social and affordable housing;
- 9,000 metres squared of commercial space;
- 4,000 metres squared of ground level retail space; and
- a new community facility.

In November, the concept State Significant Development (SSD) application and Environmental Impact Statement (EIS) were released for public consultation. Both the concept SSD and EIS are on public exhibition until 30 January 2019.

The concept SSD is the first stage in the planning approval process. This will be followed by the detailed SSD, which will refine and develop the designs for the Waterloo Station. The detailed SSD will be completed by a development partner, who will be selected through a tender process.

In January 2019 the NSW Government released the preferred masterplan for the Waterloo Redevelopment Precinct, which comprises the Waterloo social housing estate, Waterloo Station and Metro Quarter. The masterplan is to be lodged with the Department of Planning and Environment in 2019.

Expressions of Interest (EOIs) were called for in July 2018 and due by 31 August. In November John Holland and Aqualand were shortlisted for the ISD. Contract award is expected in Q3 2019.

**Last reviewed:** 01/02/2019
Sydney Metro Greater West (North South Rail Link) will see the construction of a rail link to Western Sydney Airport (WSA) and the planned Badgerys Creek Aerotropolis.

The full Link proposed in the Federal and NSW Government’s Western Sydney Rail Needs Study Outcomes Report is to run from Rouse Hill via WSA and the Aerotropolis in Bringelly to Macarthur.

The Stage One, the centrepiece of the Western Sydney City Deal announced in March 2018, will run from St Marys through WSA to the Aerotropolis.

Further stages proposed by the Outcomes Report include:

- St Marys to Schofields and Sydney Metro NorthWest, delivered five years after WSA opens (2031); and
- Aerotropolis to Macarthur, delivered 10-15 years after WSA opens (2036-2041).

The NSW Government committed to continue planning these further stages during the 2019 State election.

The December 2018 Industry briefing indicated automated driverless trains would operate on the line.

As part of the City Deal announcement, the Federal and NSW governments announced they will both commit up to $50 million for development of a business case for the full Link and will conduct market sounding on private sector interest in station developments along with exploring financing solutions such as value sharing. Both government’s committed their shares in their respective 2018-19 Budgets. The business case is expected to be completed by the end of 2019.

The December 2018 Industry briefing indicated Sydney Metro will conduct industry and stakeholder engagement to shape the project on issues such as:

- station locations, including interchange opportunities
- land use and precinct planning along the project corridor
- identifying any synergies between the project and Sydney Metro West, and
- packaging procurement and delivery.

The full Sydney Metro Greater West is estimated to cost $15-$20 billion, with the Outcomes Report noting that the Link is projected to become economically viable in the 2030s.

Similarly, Infrastructure NSW (INSW) notes in the NSW State Infrastructure Strategy 2018 - 2038 that further rail connections to the Aerotropolis via WSA should only be a priority for the NSW Government once justified by patronage reaching a critical mass, which is unlikely before 2036, unless Federal Government and/or private sector investment significantly offsets the NSW Government’s contribution.

In April 2018 the NSW Government released the recommended corridor for Sydney Metro Greater West, which identifies tunnels that could be used for the line between Macarthur and Oran Park via Narellan, and from Orchard Hills to St Marys. Public feedback on the recommended corridor was due by 1 June 2018.

In March 2019, the Federal Coalition Government committed $3.5 billion towards the project which will see funding contributions each year between FY2019-20 and FY2026-27. The NSW Government has committed an initial $2 billion towards the project, and is expected to match the Federal Government’s commitment. The 2019-20 NSW Budget allocated the $2 billion over four years, subject to completion of the business case, to commence construction.

The NSW Government has indicated procurement of the project will start in 2019-20, with construction to commence in 2021.
The proposed Sydney Metro West will work together with the existing T1 Western Line between the Sydney CBD and Parramatta, which is expected to be overcrowded by the early 2030s, despite ongoing upgrade works. The Government has yet to confirm the alignment, or release a business case, but it is intended that new stations will be constructed at key precincts along the route including Parramatta, Sydney Olympic Park, The Bays Precinct and Sydney CBD, along with an interchange at an existing T1 Northern Line station - either Concord West or North Strathfield. Further stations are under consideration along this route.

The base case delivery strategy, released in December 2018, proposes operation and maintenance of Sydney Metro West as a standalone line through a franchise agreement with a 5-6 year term, with the opportunity to extend by 5-7 years.

The initial delivery strategy for Sydney Metro West, released in April 2018, proposed Operation of the line as its own franchise contract, with maintenance included with the rail and line-wide systems contract. Industry consultation conducted during 2018 has resulted in this change.

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019.
An initial delivery strategy for Sydney Metro West was released in April 2018 for consultation, with the base case delivery strategy being released in December 2018.

This proposed package of works comprises the design and construction:
- line-wide systems;
- rail systems; and
- the rolling stock depot.

The package is proposed to be delivered through a design and construction incentivised target cost contract. The NSW Government noted in the initial delivery strategy that this package (which included rolling stock and maintenance) could potentially use private finance.

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019.

The NSW Government intends to start construction in the next term of Government, pending the final business case assessment and the State election in March 2019.

In June 2018, Turner & Townsend were appointed by Transport for NSW as the Managed Service Provider (MSP) for the Sydney Metro City & Southwest and the Sydney Metro West final business case. Turner & Townsend will work on the final business case with HKA and Crossrail International.

SYDNEY METRO - WEST - ROLLING STOCK

The proposed Sydney Metro West will work together with the existing T1 Western Line between the Sydney CBD and Parramatta, which is expected to be overcrowded by the early 2030s, despite ongoing upgrade works. The Government has yet to confirm the alignment, or release a business case, but it is intended that new stations will be constructed at key precincts along the route including Parramatta, Sydney Olympic Park, The Bays Precinct and Sydney CBD, along with an interchange at an existing T1 Northern Line station - either Concord West or North Strathfield. Further stations are under consideration along this route.

An initial delivery strategy for Sydney Metro West was released in April 2018 for consultation, with a base case delivery strategy being released in December 2018.

The base case delivery strategy notes the rolling stock will be procured as a fixed-price supply contract, with the option to combine with the Signalling and Train Control contract.

The initial delivery strategy had rolling stock packaged with line-wide and rail systems, and the depot in a design, construction and maintenance contract. However following consultation this package has been split up. The NSW Government noted in the initial delivery strategy that this original package was open to the use of private finance.

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019.

The NSW Government intends to start construction in the next term of Government, pending the final
business case assessment and the State election in March 2019.

**Last reviewed:** 07/12/2018

### SYDNEY METRO - WEST - SIGNALLING AND TRAIN CONTROL

**STATUS:** Announced  
**SECTOR:** Rail  
**JURISDICTION:** NSW, Commonwealth  
**PROCUREMENT APPROACH:** Traditional procurement  
**TYPE:** Greenfield  

The proposed Sydney Metro West will work together with the existing T1 Western Line between the Sydney CBD and Parramatta, which is expected to be overcrowded by the early 2030s, despite ongoing upgrade works. The Government has yet to confirm the alignment, or release a business case, but it is intended that new stations will be constructed at key precincts along the route including Parramatta, Sydney Olympic Park, The Bays Precinct and Sydney CBD, along with an interchange at an existing T1 Northern Line station - either Concord West or North Strathfield. Further stations are under consideration along this route.

An initial delivery strategy for Sydney Metro West was released in April 2018 for consultation, with a base case delivery strategy being released in December 2018.

The base case delivery strategy notes the Signalling and Train Control package will be procured as an incentivised target cost supply and install contract with fixed-price for design. Sydney Metro holds the option to combine the package with the Rolling Stock contract.

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019.

The NSW Government intends to start construction in the next term of Government, pending the final business case assessment and the State election in March 2019.

**Last reviewed:** 29/03/2019

### SYDNEY METRO - WEST - TUNNEL AND EXCAVATION EAST

**STATUS:** Announced  
**SECTOR:** Rail  

The proposed Sydney Metro West will work together with the existing T1 Western Line between the Sydney CBD and Parramatta, which is expected to be overcrowded by the early 2030s, despite ongoing upgrade works. The Government has yet to confirm the alignment, or release a business case, but it is intended that new stations will be constructed at key precincts along the route including Parramatta, Sydney Olympic Park, The Bays Precinct and Sydney CBD, along with an interchange at an existing T1 Northern Line station - either Concord West or North Strathfield. Further stations are under consideration along this route.

An initial delivery strategy for Sydney Metro West was released in April 2018 for consultation, with a base case delivery strategy being released in December 2018.

The base case delivery strategy notes the Signalling and Train Control package will be procured as an incentivised target cost supply and install contract with fixed-price for design. Sydney Metro holds the option to combine the package with the Rolling Stock contract.

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019.

The NSW Government intends to start construction in the next term of Government, pending the final business case assessment and the State election in March 2019.
Northern Line station - either Concord West or North Strathfield. Further stations are under consideration along this route.

An initial delivery strategy for Sydney Metro West was released in April 2018, which comprised several packages, including two tunnel packages: Westmead to The Bays Precinct and The Bays Precinct to Sydney CBD.

The Bays Precinct - Sydney CBD package would see construction of a circa four kilometre tunnel between stations at The Bays Precinct and Sydney CBD, with the potential for an additional station at Pyrmont under consideration. Tunnelling works around The Bays Precinct would likely have to navigate the future WestConnex M4-M5 interchange at Rozelle and associated link to the proposed Western Harbour Tunnel.

In December 2018 Sydney Metro released the base case delivery strategy, which revised the scope of the tunnel contracts to make their size more equal. The Tunnel and Excavation East package extends the original The Bays Precinct - Sydney CBD contract to an intermediate retrieval site between the T1 Northern Line link and The Bays Precinct.

The package is proposed to be procured as a fixed-price design and construct contract with incentivised target cost for excavations.

Sydney Metro is conducting further industry engagement on the base case delivery strategy to finalise the tunnelling strategy.

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019. Sydney Metro has indicated procurement of Sydney Metro West is expected to commence in 2019 with the tunnelling contracts the first major contracts to be procured.

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019.

The 2018-19 NSW Budget saw $3 billion from the Restart NSW fund reserved for early works, land acquisition and tunnelling of Metro West, with $28.1 million allocated in FY2018-19 to progress planning and final business case development. The Government also announced they intend to start construction of Metro West in the next term of Government, subject to business case assessment and the result of the State election in March 2019.

In June 2018, Turner & Townsend were appointed by Transport for NSW as the Managed Service Provider (MSP) for the Sydney Metro City & Southwest and the Sydney Metro West final business case. Turner & Townsend will work on the final business case with HKA and Crossrail International.

**Last reviewed:** 07/12/2018

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**SYDNEY METRO - WEST - TUNNEL AND EXCAVATION WEST**

**STATUS:** Announced

**SECTOR:** Rail

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The proposed Sydney Metro West will work together with the existing T1 Western Line between the Sydney CBD and Parramatta, which is expected to be overcrowded by the early 2030s, despite ongoing upgrade works. The Government has yet to confirm the alignment, or release a business case, but it is...
intended that new stations will be constructed at key precincts along the route including Parramatta, Sydney Olympic Park, The Bays Precinct and Sydney CBD, along with an interchange at an existing T1 Northern Line station - either Concord West or North Strathfield. Further stations are under consideration along this route.

An initial delivery strategy for Sydney Metro West was released in April 2018, which comprised several packages, including two tunnel packages: Westmead to The Bays Precinct and The Bays Precinct to Sydney CBD.

The Westmead to The Bays Precinct package would see construction of a circa 20-kilometre tunnel with at least five stations - four of which would likely interchange with existing heavy rail stations. Tunneling works around The Bays Precinct would likely have to navigate the future WestConnex M4-M5 interchange at Rozelle and associated link to the proposed Western Harbour Tunnel.

In December 2018 Sydney Metro released the base case delivery strategy, which revised the scope of the tunnel contracts to make their size more equal. The Tunnel and Excavation West package shortens the original Westmead - The Bays Precinct contract to an intermediate retrieval site between the T1 Northern Line link and The Bays Precinct.

The package is proposed to be procured as a fixed-price design and construct contract with incentivised target cost for excavations.

Sydney Metro is conducting further industry engagement on the base case delivery strategy to finalise the tunnelling strategy.

The preferred alignment and delivery strategy are expected to be announced in late-2018 or early-2019. Sydney Metro has indicated procurement of Sydney Metro West is expected to commence in 2019 with the tunnelling contracts the first major contracts to be procured.

The 2018-19 NSW Budget saw $3 billion from the Restart NSW fund reserved for early works, land acquisition and tunnelling of Metro West, with $28.1 million allocated in FY2018-19 to progress planning and final business case development. The Government also announced they intend to start construction of Metro West in the next term of Government, subject to business case assessment and the result of the State election in March 2019.

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